

Official Plan Part II

BAY - ADELAIDE CENTRE

CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

545/12034
CC&W/Downtown
April 11, 1988
Paula Dill
Cathie Macdonald
392-7862

To: Land Use Committee

Subject: Part II Official Plan approach for lands in the blocks bounded by Queen Street West, Bay Street, Adelaide Street West and Yonge Street: Application 2034 - Bay Adelaide Centre (Ward 6)

Origin: Commissioner of Planning and Development
(c71luc88164:81)

Comments:

1. SUMMARY

1.1 Purpose of this Report

The primary purpose of this report is to provide a basis for further considering Application 2034. The report includes:

- i) a description of the planning policies and objectives which are particularly relevant to the redevelopment of the three blocks, and the principles on which the proposed Part II Plan should be based;
- ii) a description of the revised proposal and the appropriate provisions to be included in the Part II Plan and any agreements to be secured pursuant to Section 36 of the Planning Act;
- iii) a brief description of the process for reviewing, approving and implementing the Part II Plan in conjunction with the processing of Application 2034.

While the preliminary report on Application 2034 recommended the inclusion of a policy framework in the final report on the Application, I am bringing forward a report on this framework earlier for two main reasons:

- i) to provide this information for the second Planning Advisory Committee meeting on the Application which was authorized by your Committee, and
- ii) to describe and assess the revised application.

Land Use Committee

April 11, 1988

A report on the Part II Official Plan approach was submitted at a similar stage in the process of considering the application for the BCE Place project.

1.2 Summary of the Part II Plan Approach

The Part II Plan approach recommended in this report provides for a policy framework for the comprehensive redevelopment of the blocks bounded by Queen, Bay, Adelaide and Yonge Streets.

Overall public objectives as well as those specifically related to the lands within the blocks are best achieved through a co-ordinated and comprehensive redevelopment of the area. The Part II approach permits a redistribution of density across the three blocks on the basis of up to 12 times non-residential gross floor area. This approach will allow the achievement of key Official Plan goals through the specific development application submitted for a majority of the lands within the blocks.

1.3 Recommendations

The report recommends that the Part II Plan approach proposed in the report be endorsed, as a way of proceeding with Application 2034 and that the second Planning Advisory Committee public meeting be held to consider this report and the revised application. It further recommends that I be requested to prepare in consultation with the City Solicitor and other civic officials a final report on the Application, including a draft Part II Plan and a draft site specific By-law.

The report also recommends that I report on appropriate implementing agreements, including agreements pursuant to Section 36 of the Planning Act, and that these agreements be approved prior to or in conjunction with the draft Part II and Site By-law Amendments.

2. BACKGROUND

2.1 Preliminary Report

On October 7, 1987 the Land Use Committee adopted the Preliminary Report on Application No. 2034 for amendments to the Official Plan and Zoning By-law for an office, retail and hotel complex on lands in the blocks bounded by Queen, Bay, Adelaide and Yonge Streets. As described in that report, the applicant, Markborough Properties Limited and Trizec Equities Limited, has requested that the non-residential density on the site be increased from 8 to 12 times the area of the lot. In

support of the requested density increase, the applicant has proposed significant public benefits which contribute to the achievement of Official Plan goals, in the proposed development for the site. Two significant benefits to be achieved relate to the preservation of historic buildings and a significant contribution in the form of either land that can accommodate housing units or a cash contribution to the provision of assisted housing elsewhere.

As outlined in the Preliminary Report, the size and significance of the site, the substantial density increase requested and the opportunity to achieve certain public objectives through comprehensive redevelopment of the blocks make it particularly desirable to establish an appropriate framework for evaluating the application and the opportunities for realizing public objectives which it presents. Consequently, in addition to the normal recommendations for reviewing an application the preliminary report recommended that the final report on the application include a policy framework. As noted in the summary, the policy framework is the subject of this report in advance of the final report.

2.2 Planning Advisory Committee's Public Meeting of November 16, 1987

The Planning Advisory Committee held its public meeting on the application on November 16, 1987. The minutes of that meeting are attached as Appendix B of this report. As a result of that meeting, the Planning Advisory Committee recommended to the Land Use Committee "that it be granted permission to hold an additional public meeting on Application No. 2034 prior to the Commissioner of Planning and Development preparing his final report on this development." The Land Use Committee agreed to that request. The Planning Advisory Committee's meeting had been held at a very early stage in the review of the complex application and a number of questions could not be answered at that time particularly with respect to the details of the planning objectives to be achieved.

2.3 Lane Closing Application

A separate application, No. 2032, has been made for an exemption from the provisions of Section 1A 46 of the Official Plan to permit the closing and sale of approximately 655 sq.m. (7 044 sq.ft.) of City-owned lanes situated in the southern block of the 3 block application. This practice became common in the case of development applications where an Official Plan Amendment to close a lane was needed, because the length of time to close a lane (which involves the processing of the

Land Use Committee

April 11, 1988

Official Plan Amendment plus approval under the Municipal Act) is longer than for the Official Plan Amendment only.

The Land Use Committee, at its meeting of January 13, 1988 held the public meeting on the draft by-law for an Official Plan Amendment to exempt the lane closing and sale from the provisions of Section 1A.46 of the Plan. The Land Use Committee approved the draft by-laws but City Council decided to refer the draft by-laws (Clause 5, Report 4 of the Land Use Committee) back to the Land Use Committee for resubmission to City Council to enact the by-law for the Official Plan Amendment with respect to the lane closing at the time the Official Plan Amendment for the project is before City Council.

2.4 Designation of Buildings at 45 Richmond Street West and 17 Temperance Street (Aikenheads)

Designation of these two historically significant buildings was before the Neighbourhoods Committee on two occasions. The Committee deferred consideration of the designation because of the on-going discussions among the Toronto Historical Board staff, staff of the Planning and Development Department and the applicant regarding the incorporation of these buildings into the development project and also pending the submission of this report on the policy framework for the development application. On March 21, 1988 City Council adopted the Neighbourhoods Committee recommendation that City Council state its intent to designate the two properties pursuant to Part IV of the Ontario Heritage Act to be of architectural value or interest.

2.5 City Council's Decision Regarding Consideration of Further Reports on Development Applications for Commercial Densities in Excess of Official Plan Limits.

City Council has decided not to consider the final report on an application that requests additional commercial density prior to the submission of the requested reports on density bonuses and transportation policies. However, this is not a final report. Moreover, the policy approach recommended is generally consistent with existing Part I policies respecting heritage preservation and with emerging policy directions, specifically with those set out in my November report on private sector involvement in the production of assisted housing and the use of bonus provisions under Section 36 of the Planning Act.

3. The Revised Development Application

The application for development of the site as generally described in my Preliminary Report has been further revised and refined in response to comments from various City Departments and the emerging approach to the policy framework for the area. Drawings showing the revised scheme are attached to this report and the relevant data is attached in Appendix A. The significant changes to the proposal include:

- (i) elimination of the proposed hotel and its replacement with office space;
- (ii) elimination of retail space below Temperance Street;
- (iii) incorporation of the architecturally and historically significant portion of the building at 45 Richmond St. W. into the project;
- (iv) refinement of the site planning including the walkway system, open space and loading arrangements;
- (v) revision of the development parcel to include only the eastern portion of the Simpson's block (approximately 5 882.8 m² (62,679 sq.ft.)) as shown on drawing no. 3. The reason for the reduction in the lot size relates to the fact that the applicant does not own the land beneath the western portion of the Simpson's store but Simpson's maintains a perpetual leasehold interest over these lands. The applicant has advised that he is therefore unable to secure the signatures of the land owner in respect of the appropriate legal agreements for the western portion of the site normally required by the City to implement the Official Plan amendment for the site.

4. PRINCIPLES FOR THE PROPOSED PART II PLAN

4.1 Rationale for a Part II Plan

Toronto's Official Plan is made up of two components - the Part I Plan, which sets out policies to guide the development of the City as a whole; and Part II Plans, which, as a result of the study of specific areas and issues, establish development controls and policies for particular sub-areas or districts within the City. As set out in Section 8.3(c) of the Part I Plan, it is the policy of Council that Part II Plans may vary any of the density or other provisions of the Part I Plan in response to local circumstances and based on a local study.

A large number of Part II Plans have been developed for sub-areas within the City. The majority of these establish controls and policies to govern essentially infill development within the existing fabric of the Part II planning area. Part II Plans are also used in accordance with Section 8.4 of the Part I Plan to establish site-planning controls and land use policies for major redevelopment areas, such as the St. Lawrence Neighbourhood, Harbourfront, the Railway Lands, the World Trade Centre and most recently the BCED project. Section 8.4 of the Part I Plan authorizes the use of a Part II study for developments which have a "major impact on the structure and character of the City."

At approximately 4.6 acres, the two and a half blocks of Application 2034 is not as large as many of the recent Part II redevelopments. However, it is similar in size to the BCED development site.

The history, location and the opportunities the blocks present mean that the impact of its redevelopment could be significant and substantially effect the quality and character of this area of the City. If appropriately planned and regulated, through a Part II Planning process, the development of these blocks could enhance not only these and adjacent lands but the City as a whole.

Finally, the location of the block and its attractiveness and significance to the development industry mean that it provides an opportunity to establish development incentives in accordance with Section 36 of the Planning Act as a means of achieving important public objectives.

4.2 Proposed Part II Plan Principles

The proposed approach for the three blocks is similar to that taken for the BCED application. As with that application it is important to clarify and agree on basic principles before the Part II Plan is actually drafted and brought forward.

4.2.1 The Part II Plan should be based on existing Part I policies and provisions, adapted as appropriate to the opportunities presented by the comprehensive development of the block.

As noted in Section 4.1 above, Part II Plans may vary density or other provisions of the Part I Plan in response to local conditions or specific issues relevant to the Part II area. However, Part II Plans are essentially area-specific elaborations of Part I policies, and therefore should be consistent with the fundamental principles of the Part I Plan.

Land Use Committee

April 11, 1988

In the case of the proposed Part II for the three blocks, the most relevant Part I policies are the following:

- the identification of the Financial District as the most accessible area within the Central Core, and consequently the first priority area for office development (1A.6);
- the promotion of retail uses, particularly at grade level, within the Central Core (A1.14 - 1A.17);
- the encouragement of housing in the Financial District while recognizing that Financial District developments are not appropriate locations for the implementation of specific housing targets (1A.26);
- the statement of Council's intention to ensure that its assisted housing targets are met (2A.9);
- policies respecting "Physical Form and Amenity", the preservation of heritage buildings; the provision of public walkways, open spaces and pedestrian amenities; and the improvement of street level micro-climatic conditions, including wind, sun and noise (1A.40 -1A.49).

These Part I principles will provide a solid base for Part II policies and design criteria relevant to the block.

- 4.2.2 The Part II should maximize the particular opportunities presented by the development of this block by establishing a bonusing system consistent with Part I objectives and the study of issues and conditions relevant to the block.

As discussed in Section 5, I intend to provide bonusing provisions in the Part II Plan related to specific public objectives.

- 4.2.3 The Part II should be drafted so as to continue to be relevant even if the development currently proposed for the block is substantially revised or a new proposal is put forward.

The recommendation that a Part II Plan be prepared for three blocks is made in response to the current application by Markborough and Trizec. Consequently, the Part II should have regard for the components of that application and the issues and opportunities it raises. It is my opinion, however, that the Part II should not be tailored exactly to the specific development proposed in the application, but should continue to be appropriate should this proposal be substantially revised or withdrawn.

Land Use Committee

April 11, 1988

The primary purpose of a Part II Plan should be to provide a framework for evaluating development applications, based on study of the constraints and opportunities presented by the site and an assessment of the impact of the development permitted by the Part II on the surrounding City. In other words, the Part II should not be a site-specific amendment to accommodate a specific development proposal, but should provide a framework sufficiently flexible and comprehensive to evaluate a range of development proposals for the block. The specific development proposal submitted by Markborough and Trizec can be implemented through a rezoning by-law that conforms to the Part II Plan. Other implementation matters will be dealt with in Section 36 agreements and through the development review process pursuant to Section 40 of the Planning Act.

- 4.2.4 The maximum development potential permitted by the Part II Plan should be appropriate in terms of anticipated built form and satisfactory in terms of its impact on transportation and other service systems. In any event the maximum non-residential density should not exceed 12 times the area of the block, and the total development potential, (non-residential and residential) should not exceed that permitted by the Part I Plan.

The 1986 Quinquennial Review of the Central Area Plan addressed the issues of deconcentration of office employment and the current and anticipated relationship between office development and the capacity of the transportation system. The Review concluded that deconcentration is proceeding successfully and that the relationship between development potential and transportation capacity is more complex and less exact than originally formulated in the Central Area Plan. In this context, careful monitoring of the deconcentration process and the relationship between transportation capacity and development potential is essential. I am currently preparing the reports requested by City Council regarding transportation policies.

It should be possible to consider policies on this block which have the effect of increasing commercial density, provided that the extra development potential can be accommodated by the existing transportation system. A transportation impact study has been prepared for the application for review by the Commissioner of Public Works and the Metro Commissioner of Planning. The question of transportation impacts of the application is discussed in Sections 5.8 and 6.9 of this report.

In order to establish a clear limit to the maximum non-residential floor area to be permitted, it is proposed that the total non-residential floor area, including existing density provisions for historic buildings not exceed 12 times. This is the maximum non-residential density permitted under the existing density transfer policy in the Financial District, and is a reasonable maximum for density bonuses, subject to a satisfactory analysis of the impact of this extra density on transportation and other service systems, and impact on built form.

Retaining all of the housing density currently permitted under the Part I Plan together with increased commercial density achieved through maximum use of the proposed bonus would result in exceptionally high densities that could not effectively be accommodated on the site. As with the BCED application, I am therefore proposing that the Part II Plan include provisions that would limit the residential potential of the block in relation to the increased commercial density.

4.3 Lands to be Covered by the Part II Plan

Previous Part II Plans for large redevelopment projects (BCED, CBC, World Trade Centre, Massey Ferguson) tended to cover the lands of the particular development application. This was because the development parcels could clearly be separated from surrounding lands in terms of area planning objectives.

The Bay Adelaide application is for most of the lands in the three blocks and the development proposal relates clearly to adjoining lands on Bay and Yonge Streets, which are not part of the application. In order to make explicit area planning objectives that affect these lands as well as those in the application, and to allow for their incorporation into any comprehensive redevelopment of the blocks, I am recommending that the Part II Plan include all properties within the three block area.

5.0 PLANNING OBJECTIVES FOR THE THREE BLOCKS THAT WILL FORM THE BASIS OF THE PART II PLAN

The following planning objectives to be achieved through redevelopment of the blocks will be identified in the Part II Plan for the three blocks:

5.1 Comprehensive Development

The Part II Plan applies to all those lands within the blocks bounded by Queen, Yonge, Adelaide and Bay Streets. A basic objective of the Part II Plan is to provide for the

achievement of public objectives through the comprehensive redevelopment of the blocks.

A prime opportunity exists to consider an overall approach to development for a number of reasons. Due to the fact that the majority of the lands within the southerly two blocks are under one ownership and substantially underdeveloped, potential exists to ensure historic preservation of over 750,000 sq.ft. of building area; to complete significant and important existing above and below grade pedestrian networks; to create an enhanced pedestrian focus on Temperance and Richmond Streets; and to improve existing servicing conditions that results in a well designed development that appropriately integrates with the surrounding lands and contributes in a positive manner to this area of the downtown core.

The opportunity to reallocate density over the entire three blocks is also an important means of maximizing public objectives within the established City grid system. Rather than a site by site development approach the redistribution of density in particular allows for massing arrangements that can enhance and integrate the historic buildings. This matter is elaborated in Sections 5.2 and 5.9.

5.2 Historic Buildings

Preservation, retention and restoration of the listed and/or historic buildings on the blocks is a primary objective. The 3 blocks contain a number of historic buildings which should be retained in an acceptable form in any redevelopment. Buildings designated under the Official Plan Amendment include the Simpson's Department store; 17 Temperance Street (Aikenheads) and 45 Richmond Street. Securing acceptable retention of these and other historic buildings on the blocks through Heritage Easement Agreements or other appropriate agreements can be more effectively achieved through comprehensive redevelopment.

Where only a portion of a designated historic building is considered to be worthy of retention it must contain all those features identified in the Designation By-law as having historical and/or architectural significance. New development adjacent to the designated historical buildings should be designed to respect the scale and form of the existing buildings.

5.3 Servicing

5.3.1 Removal of On-Street Loading on Richmond Street

The removal of the existing Simpsons on-street loading facilities from the historical Simpson's store and its replacement underground would significantly enhance both vehicular and pedestrian circulation on Richmond Street by eliminating the loading congestion currently experienced. On-street loading to service the store is utilized throughout the day and extends into the street. Removal of the loading facilities would provide the ability for Richmond Street to carry its designed traffic capacity thus resulting in an improved and enhanced setting for both the Simpsons and 45 Richmond Street West buildings as well as the adjacent sidewalks. Opportunities to significantly improve this undesirable condition become available within the context of a comprehensive redevelopment that can accommodate major improvements beneath the street and on the properties to the south of the Simpson's block.

5.3.2 Improvements to Other Properties on the Block

Properties situated on Bay and Yonge Streets are currently constrained by existing conditions with respect to the provision of off-street loading facilities. Service to the majority of these properties is directly from the street which results in congestion, pedestrian disruption and unsightliness. The Part II plan will provide that wherever possible opportunities are provided for the creation of below-grade service facilities to those properties adjacent to lands being redeveloped within the centre of the blocks.

For those properties currently situated on Yonge Street that utilize the existing lanes for service on the block bounded by Temperance, Adelaide, Bay and Yonge Streets, adequate access, in the form of a common service court at grade, should be provided.

5.4 Assisted Housing

The Official Plan identifies the primary role of the Financial District as providing office space and does not rely on this area to contribute towards fulfilling housing targets. It has been elaborated in my November 1987 report that deals with opportunities to provide assisted housing through Section 36 of the Planning Act, that appropriate conditions exist for the provision of additional commercial density in locations within the Financial District. This continues to be appropriate where a comprehensive redevelopment is undertaken through a

Part II amendment to the Official Plan. Such additional density creates a considerable value for the land owner. It is therefore consistent with the objectives defined for the use of Section 36 of The Planning Act, 1983 that such additional density be awarded in return for a major contribution towards the achievement of major public objectives which have a significance for the City as a whole.

Many such benefits should ideally be provided on-site as is the case with the retention and restoration of historic buildings. However, assisted housing is considered to be one of the most important priorities of the City and a key goal of the Official Plan Part I, which encourages the provision of assisted housing throughout the Central Area, except for the Financial District. The strong desire to develop higher commercial densities in the Financial District provides an incentive to achieve the City's assisted housing goals off-site.

The Part II Plan will provide that a contribution toward the provision of assisted housing in accordance with the proposed Official Plan policy currently under consideration entitled "Assisted Housing: Options for Private Sector Involvement and Section 36 Guidelines will be required in return for increases in height and density for lands in the blocks.

5.5 Pedestrian Environment

A key objective in the redevelopment of the block is the creation of an interesting and varied pedestrian environment along public streets, and a system of walkways and open space throughout the blocks. The opportunity for comprehensive development will facilitate the achievement of this objective.

5.5.1 Mid-Block Connections

Mid-block pedestrian links should be provided from Adelaide Street, north through the blocks continuing through the Simpson's store to Queen Street, to connect to the Eaton Centre.

Each of the pedestrian routes should be carefully designed for ease of access and use. Consideration should be given to include shelter from the elements by covered arcades or climate controlled enclosures. Such mid-block pedestrian routes should be inviting and clearly public in nature. Seating, landscaping and pedestrian scale lighting should be provided.

Land Use Committee

April 11, 1988

Access to buildings from pedestrian routes should be directly at grade level without the use of stairs. In addition all publicly accessible space should be made readily accessible to the handicapped.

5.5.2 Temperance Street

A unique opportunity exists to enhance Temperance Street as a focus as a pedestrian-oriented street. This would provide a further extension to the existing east-west pedestrian route existing east of Yonge Street through the Arcade building to Victoria Street.

Temperance Street should be specially designed to reflect the pedestrian nature by provision of special paving, pedestrian scale lighting and other such treatments. Retail uses at grade should be provided along the street to provide animation and interest.

5.5.3 Open Space

It is an objective of the Official Plan to increase the amount of open space in conjunction with new development in the Central Area. This is primarily achieved through the requirement of common outdoor space in the Zoning By-law and the quality of the space is secured through the development review process. The Commissioner of Buildings and Inspections will comment on the calculation of common outdoor space and how it applies to this project. I will be reporting on this aspect in the final report.

A high quality public open space should be secured in the three block area. It should be located adjacent to a street, preferably Temperance Street, and linked to the mid-block pedestrian routes proposed at grade. Also it should be located such that shadowing and windy conditions are minimized to the extent possible, given the Financial District location. The opportunity for a comprehensive plan will help to achieve this objective in two ways. The amount of open space can be aggregated so as to provide a more significant space and the location can be optimized within the site.

Beyond the common outdoor space required by the Zoning By-law, Section 41 of the Planning Act, 1983 permits the municipality to require the conveyance for park or recreational purposes of up to 2% of land proposed for redevelopment for commercial purposes or a cash equivalent.

I have recently initiated a study in conjunction with the Commissioner of Parks and Recreation that will examine the

extent to which such a levy should be applied in the City. Consideration of a 2% levy in respect to a specific application such as the Bay Adelaide project, should therefore be made in the context of the overall study.

5.5.4 Underground Pedestrian Networks

In order to ensure the full integration of the underground system in the Financial District, the Part II Plan will provide that the existing underground pedestrian network should be extended through the three blocks in a north-south direction from Scotia Plaza through the Simpson's store to connect to the Queen Street subway station. In addition, a provision to ensure the construction of an underground tunnel across Bay Street, at Queen should be included in the Part II Plan. Discussions regarding this tunnel predated the Bay-Adelaide application. The network should be open through the hours of subway operations, in the case of new development, and to the extent possible in the Simpson's store. The route proposed should be direct, easy to locate and readily accessible to the handicapped.

5.5.5 Street Improvements

Sidewalks within the public street allowance, pedestrian walkways and open spaces within the three blocks should be designed with appropriate landscaping, furnishings, pedestrian scale lighting and surface treatments that reflect an integrated and consistent design for the three blocks while maintaining adequate clear widths to accommodate typical pedestrian flows.

5.5.6 Retail Uses

A public goal with respect to development has been to ensure a lively pedestrian environment along the streetfronts of the three blocks. Street frontages of each parcel on the blocks should be comprised of a minimum length of retail and services uses at grade. Particular emphasis should be paid to the provision of retail uses that would animate the pedestrian nature of Temperance, Yonge and Richmond Streets.

5.6 Public Art

In October 1985 City Council adopted a policy of requiring that major private developments provide a contribution of 1% of the gross construction costs of the development to be used to provide public art. There are three key objectives inherent in the City's public art policy;

1. that the public art provided in private developments be of excellent quality;
2. that the public art be located in the development in spaces that are clearly visible and accessible to the public; and
3. that the City has a means of ensuring that the 1% budget is spent on the public art program.

The Part II Plan for the block will provide that Council will seek the provision of works of art which will be integrated with the design of the publicly accessible spaces through a art program.

5.7 Workplace Daycare

It is an objective of the Official Plan to encourage the provision of community services and facilities in the Central Area to meet the needs of the district and future resident, working and visiting populations. The provision of workplace daycare on-site represents an important fulfillment of this objective. City Council has consistently supported the provision of workplace daycare facilities in recent major developments.

The Part II plan will provide for a density bonus related to the provision of a fully equipped and furnished, non-profit workplace daycare centre in connection with development on the blocks. The facility would be provided free of all rent, building operating expenses and municipal taxes for a period of up to 99 years and not less than 25 years.

5.8 Transportation

As outlined in Section 4.2.4, any consideration of commercial densities in excess of the present Official Plan limits must include an assessment of the impact on the transportation system. It has been previously pointed out in the 1986 Quinquennial Review, there currently exists a need for regional transportation improvements to adequately serve the long-term development potential of the Central Area. To the extent that the proposed development of this area adds to this growth potential and contributes to an increase in the rate of office space construction, so the need for commensurate transportation improvements will be accelerated. It is not expected that this development proposal will impact greatly upon the overall rate of office space growth. However, the Part II Plan should require that a detailed study should be provided for any application for increases in commercial

Land Use Committee

April 11, 1988

density over present Official Plan density limits, that indicates the potential effect of increased density on each mode of transportation. Issues of direct access to the subway and GO train should be addressed, particularly as they affect the larger patterns of pedestrian movement in the downtown.

The proposed development consolidates service access to the block in accordance with City objectives. The Commissioner of Public Works will be reporting on traffic, servicing and parking matters as part of the final report.

5.9 Built Form and Architecture

The three blocks includes a substantial area suitable for redevelopment much of which is the subject of Application 2034. Buildings that should be preserved for various reasons include:

- the historic Simpsons building and office tower,
- the Bay Street office buildings, part of the Bay Street canyon and built at densities averaging over 12 times;
- a row of historic buildings on Yonge Street (118 and 140 Yonge St.)
- a recently renovated office building on Yonge Street at Richmond; and
- portions of 45 Richmond Street West and 17 Temperance St.

The six key objectives below relate to the remaining lands within the three blocks and will be included in the Part II Plan.

5.9.1 Street relationships

Redevelopment should be considered as infill rather than as a superblock project. The existing traditional street patterns of the Financial District should be reflected; buildings are built to the street line generally with retail or bank uses at grade and are square on the City's grid. New development should relate to the traditional scales of buildings in the Bay Street corridor and on Yonge Street.

5.9.2 Relationship with historic buildings

Historic buildings should be enhanced and secured as part of any new development where appropriate. Adjacent new development should both complement and reflect the character

of historic buildings on Yonge Street, as well as relate to historic buildings at 17 Temperance and 45 Richmond Streets. This can be achieved through such means as building height, set backs and architectural detailing. In the case of new developments along Yonge Street, the historic facade and shopfront scale should also be reflected.

5.9.3 Pedestrian Scale

Pedestrian Scale and interest is important on all streets along the edges of open spaces and along mid block connections. It can be achieved through animated uses at grade, such as retail; reflecting the scale of historic buildings, particularly those of up to 5 or 6 storeys; the use of architectural details and materials; setbacks; and arcades of canopies that also provide weather protection. Large office lobbies at grade should be avoided.

5.9.4 Quality

All development should be of high architectural and urban design qualities reflecting the important location of the three blocks in the Financial District. Special consideration should be given to detailing and to the choice of materials, particularly with respect to office towers and the pedestrian environment.

5.9.5 Overhead pedestrian bridges

Simpsons currently has one overhead bridge over Richmond Street which connects the department store to the parking garage. I have no objection to the replacement of this bridge if it provides a similar purpose and is designed in a manner that relates appropriately to the historic facade of Simpsons.

5.10 Heights

A comprehensive approach to development allows for the consolidation of density over the three blocks in order to provide for a transition between the area south of Adelaide where no height limit exists with a gradual reduction over the area north towards Queen Street which would be more in keeping with the lower High Density Mixed Use area.

The present height limit on the 3 blocks is 137 m (450 ft.). Any increase in height should be permitted only on the southern block, which is adjacent to that portion of the Financial District where no height limit exists. Any consideration of increased height should include an assessment of the impact of wind and shadow conditions on streets and

open spaces in the area, including Nathan Phillips Square, as well as the relationship of any new office tower on existing towers, particularly the 68 storey Scotia Plaza tower.

6.0 Achievement of Planning Objectives in the proposed Part II Plan through Application 2034

Since the Planning Advisory Committee meeting on Application 2034, the applicants and their representatives have been working with City staff to meet objectives for the area, as listed in Section 5. This section describes the ways in which the application as revised meets these objectives and the outstanding issues and matters to be dealt within the final report.

6.1 Comprehensive Plan

A major objective of the Part II Plan is to make use of the opportunities provided in the three blocks to achieve the objectives listed in Section 5 through a comprehensive plan for the area rather than redevelopment on a smaller site by site basis.

The revised application in covering most of the 3 blocks meets these objectives through a comprehensive plan. The key components are:

- (a) a redistribution of density that ensures that a substantial portion of historic space including the significant parts of the historic buildings, can be retained and enhanced in an appropriate form and context. No additional floor space will be added to the Simpsons building however substantial improvements will be made to the south facade. Further, the scale of the adjacent new development is sympathetic to and enhances the historic buildings on Yonge Street (not part of the application) as well as 17 Temperance and 45 Richmond Streets;
- (b) completion in an integrated fashion of the north south underground walkway system east of Bay Street including a tunnel connection through Simpson's across Bay Street and to the Queen Street subway station;
- (c) completion in an integrated fashion of the mid-block pedestrian connections at grade and a significant public open space;
- (d) provision of new underground loading facilities for Simpsons, to be situated in the block between Richmond and Temperance Streets on the applicant's site, thus

Land Use Committee

April 11, 1988

alleviating Richmond Street from its current service problems. Opportunity is also provided for off site loading for use by the Bay Street office buildings currently using the streets for loading purposes;

- (e) redevelopment of Temperance Street between Bay and Yonge Streets as a unique pedestrian oriented street within the Financial District;
- (f) removal of on-street loading facilities on Richmond Street also results in an improved pedestrian environment;
- (g) appropriate location of density in the form of an office tower on Adelaide Street thus providing lower densities in relation to the historic buildings for the remaining lands.

To best implement the comprehensive approach with respect to the application lands as well as to secure the historic preservation of the western portion of the Simpson's store, the application should be considered as one lot. The three blocks in the application are in fact proposed to be linked underground by the shared loading facilities.

The lands considered as part of the lot include the eastern portion of the Simpson's block comprising 5 822.8 m² (62,679 sq.ft.) as well as the applicant's lands in the southerly two blocks comprising 12 967.3 m² (139,590 sq.ft.).

As noted in Section 3 the western portion of the Simpson's block is not technically part of the application, because the land is not owned by the applicant. Since the applicant owns a perpetual leasehold interest in these lands, planning objectives can still be achieved with respect to the building. The final report, prepared in consultation with the City Solicitor shall include appropriate recommendations to best secure these objectives.

Land Use Committee

April 11, 1988

The total density proposed by the applicant over the 3 block area which includes the application lands plus the western portion of the Simpson's block is as follows:

<u>Site Area</u>	<u>Existing & Proposed Floor Space</u>	<u>Density Over 2 1/2 Blk Area</u>	<u>Density Over 3 Blk Area</u>
Simpsons's 5 822.8 m2 East Half:(62,679 sq.ft.)	36 695.5 m2 (395,000 sq.ft.)	1.9	1.5
Applicant's Holdings: 12 967.9 m2 (139,590 sq.ft.)	182 620.7 m2 (1,965,778 sq.ft.)	9.7	7.5
Total: 18 790.7 m2 ____ (202,269 sq.ft.)	219 316.3 m2 (2,360,778 sq.ft.)	11.67	9.0
Simpson's 5 529.9 m2 West Half:(59,526 sq.ft)	72 532.7 m2 (780,762 sq.ft.) (existing)	.33*	2.9
Total: 24 320 m2 ____ (261,795 sq.ft.)	291 849 m2 (3,141,540 sq.ft.)	12.0	12.0

*this represents the excess density of existing buildings over the three block area

The 182 620.7 m2 (1,965,778 sq.ft.) of new space proposed by the applicant is comprised of 163 102.4 m2 (1,755,678 sq.ft.) for office at a density of 8.68 times the lot and 19 509 m2 (210,000 sq.ft.) for retail at 1.04 times the lot.

The additional density requested over 8 times coverage is achieved through an historic exemption as per Section 1A 42(b) of the Official Plan and the provision of assisted housing according to the policy proposed in my report "Assisted Housing: Options for Private Sector Involvement and Section 36 Guidelines".

6.2 Historic Buildings

A significant benefit of a comprehensive approach is the preservation of a number of historic properties that include the entire Simpson's store, and significant portions of 45 Richmond and 17 Temperance Street; the design of new buildings to complement and enhance the historic properties; and the relocation and removal of the loading from Richmond Street provides the opportunity for significant improvements to this frontage of the historic parts of the Simpson's block. The

Aikenhead's facade is proposed to be moved intact to an immediately adjacent location having the same orientation and prominent relationship with an providing a dramatic focus for the proposed open space.

The Simpsons historic building (east side) is to be secured through a Heritage Easement Agreement. This building would be eligible for a historic bonus under Section 1A.42 of the Official Plan, of two times the lot area.

Given that the lot in the case of this application is 18 790.7 m² (202,296 ft.²), as a result of the comprehensive approach, the total density exemption for the application would be 37 581.5 m² (404,538 sq.ft.) The east half of the Simpson's store is equivalent in size to the proposed exemption.

A normal Heritage Easement Agreement is not appropriate since the owner of the building (ie. the applicant) is not the owner of the lands. As noted previously in this report, the final report will address how to best secure the retention and historic preservation aspects of the west side of the Simpsons's block (approximately 33,444 m² (360,000 sq.ft.)). Details of the improvements are being developed with staff of the Toronto Historical Board and will be described in the final report.

6.3 Servicing

The application provides for new servicing arrangements for the Simpsons block that would not otherwise be available as the block is totally built on. Loading is to be located underground south of Richmond Street with a tunnel connection under Richmond Street to the store. Significant changes outside and inside Simpsons are also needed to accommodate the revised loading arrangements.

The Commissioner of Public Works has requested that the project provide opportunities for new off site loading for adjacent buildings that do not now have off site loading. The application provides for connections to the adjacent office buildings on Bay Street between Richmond and Adelaide.

The application also provides alternative loading arrangements for the Yonge Street properties that now make use of the City lane for access.

6.4 Assisted Housing

According to the proposed policies in the report "Assisted Housing: Options for Private Sector Involvement and Section

36 Guidelines" an additional density of up to 2 times the lot area could be provided for non-residential uses in exchange for a contribution towards assisted housing in the format of land to be conveyed to the City with an option for a cash payment in lieu. Such additional density would be earned at the rate of 56 m² of commercial floor area for land for one assisted housing unit. This application, under that policy would be entitled to an increased density of 1.67 times the lot in exchange for the provision of land for 561 units of assisted housing or a cash payment in lieu.

6.5 Pedestrian Environment

The proposals for the pedestrian mid block and underground routes, the open space areas, and the general treatment of pedestrian areas including improvements to City sidewalks are being developed to meet the objectives outlined in Section 5. The final report will deal with these matters in detail.

The underground system includes completion of the link under Bay Street and the connection through the Simpsons basement. Discussion is currently underway to secure access through the store beyond the existing store hours.

6.6 Public Art

The application is of sufficient size that the public art policy described in Section 5.6 would apply. The final report will recommend how the policy would be applied for the development proposal. A major objective would be that the public art enhance the proposed public open space, proposed on Temperance Street. Density bonuses would not be allowed for the provision of public art.

6.7 Work Place Daycare

While the current application does not contain a proposal for work place day care, such facility could be provided in the future or in a revised application.

6.8 Built Form and Architecture

Planning staff and staff of the Toronto Historical Board have been working with the applicant and his representatives to achieve the objectives set out in Section 5 as they apply to the application site. I am generally satisfied with the project as it is evolving in this regard. The attached drawings show the project as currently proposed. The final report will deal with these matters in detail.

Land Use Committee

April 11, 1988

At this point it should be noted that the applicant has submitted wind and sun studies. The wind impacts on the proposal appear generally acceptable. My staff and the applicant are currently examining the impact of increased shadow on the Nathan Phillips Square due to the proposed height of the office tower including the cap proposed on the building and its width. Shadow studies indicate that the potential impact over Nathan Phillips Square relates to a limited time period; 1 hour between 10 and 11 a.m. between the months of September and October and March and April with no impact in the summer and winter months.

6.9 Density and Transportation

The revised application would have the effect of a total density of 12 times non-residential density of the area of land within the three blocks, including the all the lands existing on the Simpsons block. The existing buildings on the western part of the block represents a commercial density of 13.1 times and the density of the proposed application represents 11.67 times such that the aggregate does not exceed 12.0.

This density results from the 8 times density as of right plus 2 times density proposed preservation of the historic buildings in addition to 1.67 times the lot area to be achieved through a bonus for the provision of assisted housing.

Of the 12 times coverage proposed over the 3 blocks, a density of 3.68 results for new and existing retail uses which do not have the same impact on the transportation system as office uses.

The Commissioner of Public Works' report on the traffic study submitted by B-A Consulting Group is attached as Appendix C. He advises in that report that he sees no problem with the impact of the project on the transportation system. He notes that the approach used by the consultant in evaluating impacts may be conservative and that the impacts may be less than outlined in that study.

He also notes that the proposed extensions to the pedestrian system will enhance accessibility to public transit and that the existing systems are adequate to accommodate the demand.

Detailed discussion of parking and loading arrangements for the project will be part of the final report. Also, the recommendations included in the report in Appendix C will be included in the final report.

Land Use Committee

April 11, 1988

7. PROCESS

Following your Committee's endorsement of the approach described in this report, this report should be referred to the Planning Advisory Committee for consideration at its second public meeting on the application, which as noted previously was requested by the Land Use Committee. Taking into account comments received at that public meeting, I will proceed, in consultation with the City Solicitor, fellow Commissioners and the Toronto Historical Board, to prepare the final report on the application along with a Part II Plan and draft site plan by-law to permit the application. The draft by-laws for the Part II Plan and site specific zoning will be the subject of a public meeting of the Land Use Committee as required by the Planning Act. Section 36 and other agreements relating to the project should be considered and approved by Council prior to or concurrent with the draft Part II and Site Specific By-law.

Recommendations:

1. That the approach outlined in this report be endorsed as a framework for dealing with application 2034.
2. That this report be referred to the Planning Advisory Committee to hold a public meeting, and that the meeting also include a discussion of the revised development application, and further that I be requested to consult with the Ward representatives regarding notice of that meeting.
3. That I consider and include in the final report on Application 2034 comments resulting from the public meeting referred to in Recommendation 2.
4. That the Commissioner of Planning and Development, in consultation with the City Solicitor and appropriate officials, be requested to prepare a final report containing a draft Part II Plan reflecting the objectives outlined in this report, the necessary draft Zoning By-law to implement the Part II Plan for Application 2034 and the principles of the necessary agreements related to Application 2034.

Land Use Committee

April 11, 1988

5. That the City Solicitor, Commissioner of Planning and Development, and other appropriate officials, report on the agreements required in conjunction with the Part II Plan and Site Specific By-law referred to in Recommendation No. 3 above, and that these agreements be approved by Council prior to, or in conjunction with, its approval of the Part II Plan and Site Specific By-law.

Robert E. Millward
Commissioner

PD/CM/if/mt/in

Land Use Committee

April 11, 1988

APPENDIX A

APPLICATION

Development Review:

Application Number: 545/12304

Rezoning: X

Date of Application: October, 1987

O.P.A.: X

Confirmed Municipal Address: lands within the blocks bounded by
Nearest Intersection: Queen/Bay/Adelaide and Yonge Streets

Project: retail/office/hotel complex

Applicant: Markborough Properties
Ltd., Trizec Equities Ltd.

Agent: Blake, Cassels & Graydon

Address:

Address: Box 25, Commerce Crt. W.

Phone:

Phone: 863-2400

PLANNING CONTROLS (For details/verification refer to Chief Building Official)

Official Plan Designation: Financial District

Zoning District: CR L8 U400

Historical Staus: see comments

Height Limit: 137 m

Site Plan Control: yes

PROJECT INFORMATION

Site Area: 18 790 m2

Height: 234.6 m (office) 42.6 m (office)

Storeys: 53 - office 10 storeys

	Indoor	Outdoor
Parking Spaces:	approx. 1,000	

DWELLING UNITS

FLOOR AREA BREAKDOWN (additional)

Land Use	Above Grade	Below Grade
----------	-------------	-------------

Office: 146 317.5 m2 163 102.48 m2

Retail: 19 509 m2

Existing & additional retail,
and office

DENSITY

Non-Residential Density: 11.67

Total Density: 11.67 x

COMMENTS

Aikenhead building and 45 Richmond are listed, part of Simpson's store is designated

Status: Official Plan Report

Data Valid: April 11, 1988

Planner: Paula Dill Phone: 392-7862

Land Use Committee

April 11, 1988

APPENDIX B

Minutes of a Planning Advisory Public Meeting

Held in Committee Room 4, 2nd Floor, City Hall

Monday, November 16, 1987 - 7:30 p.m.

Re: land within the blocks bounded by Queen Street West,
Yonge Street, Adelaide Street West and Bay Street

Present:

Planning Advisory Committee:

David Windrim, Chairman

Marya Gates

Ritvas Bregzis

George Hislop

Jack Rabinovitz, Trizec Equities

David Burstow, Markborough Properties

Fedor Tisch, WZMH Partnership

Philip Beinhaker, IBI Consultants

Concillor Jack Layton

Members of the public - about 45

Planning and Development Department:

Paula Dill

Cathie Macdonald

David Windrim opened the meeting by introducing members of the Planning Advisory Committee, planning staff and the development team. He briefly described the project and the process involved in approval, noting on the Planning Advisory Committee brochure, the places for public input. Paula Dill then made a presentation, describing the elements of the project, the request for increases in density and public benefits to be achieved, and the approach being used to evaluate the project by the Planning and Development Department. These elements will be dealt with in the final report.

Philip Beinhaker then described the proposal in detail. He showed the site and the proposal to make connections in the present underground network. He showed the areas proposed for retail, and the office building. He noted the public benefit opportunities for the project, including the linkage south from the Eaton Centre, to tie into the Queen Street subway stations, which he indicated was underutilized.

Land Use Committee

April 11, 1988

He noted traffic systems in the area with the functions of the streets, in particular the function of Temperance Street for turning movements. He showed how traffic circulation would work on the project, and added that it would not disrupt traffic on the streets. The truck loading would be removed from Temperance Street, and be provided underground for Simpsons and for the new project, which will improve traffic conditions on Richmond.

He then showed the concourse level plan, with walkway connections to Simpsons and Scotia Plaza. Retail uses are to continue under Temperance Street. The second level has an upper level retail complex with a connection to Simpsons.

The total amount of office is 7.4x, the retail 5.6x and the hotel 1x for a total of 12.

Temperance will become a unique street. Although it will have traffic, with a new surface, it is more in keeping with a pedestrian environment.

He also showed a plan of the office tower and hotel.

David Windrim then asked for questions.

Jack Layton asked that the PAC require a further report be provided to a meeting like this with results of the traffic survey and of the benefits to the City. These benefits are still at the preliminary stage of discussion. It's hard for the public to comment at this stage. What share of the increased value should be continued by the City. The City is now in a process of re-looking at its Official Plan. He is not supporting the BCED project until this is done. He is concerned about giving extra density for public benefits. This project plus BCED is the same size of the Railway Land project.

On the transportation front, he added what someone will say is that the office component is 8 times coverage. However, what is important is the context. Council has been approving increases in density, throwing off balance the present system of transportation and office space.

He summarized that the density increase is too large and should be put on hold until the review is done. A second public meeting should be held on the issues. All residents groups should be notified. Notice in a newspaper is not good enough.

Questions

Michael Bolton, 89 Queen Street

Land Use Committee

April 11, 1988

The building is far enough away from him, but he is concerned about the increase in traffic. Given that there are the BCE, CBC and the Dome, can the developers be asked to contribute to improvements.

Paula Dill replied that some developers do this, where appropriate. The developer will be doing a study to determine the traffic implications.

Wm. Rosehardt - 345 Dufferin

There is a lot of congestion on the subway now. He noted that he called the PAC and Planning and Development Department to get confirmation of the meeting and was unable to get prompt service.

David Windrim advised there was an ad in the paper and advised on the normal system of distributing notices.

Mr. Lambert, 26 Adelaide St.E. Box 70

The project looks good. He noted especially the overhead connections. He complimented Simpsons for using part of the store in the past to get out of the subway stations, but that this was now stopped. He asked if the underground link through Simpsons will be open like the Hudsons Bay Store in the morning. He asked if the escalator could be used again.

Paula Dill noted that the proposal is to extend the underground system across Bay St and noted that in previous discussions, the extended hours of operation have been discussed. This is to be on a trial basis for 5 years.

Wm. Rosehardt

Will the 2 City parking lots be lost? Paula Dill noted that the parking will be provided underground. Phil Beinhaker added the Zoning By-law requires a minimum of 800 and a maximum of 1400 spaces. About 1000 are proposed for the retail and office uses.

The questioner asked if since the Simpsons store is not threatened, why do we want to save it.

Paula Dill replied that only half the building is now designated.

Alan Lawson, Thornhill

The Official Plan for the City says that assisted housing should be provided. This is a large site. Are there any discussion regarding assisted housing?

Land Use Committee

April 11, 1988

Paula Dill said the purpose preliminary report is to say that the project is worthwhile. Assisted housing is under discussion. The final report will detail this. A further public meeting could be held prior to that stage.

The questioner felt that assisted housing was treated too lightly. Paula Dill replied that assisted housing is a prime objective.

Stephen Berdis - 357 Spadina Road

He has undertaken studies of roomers and boarders for the Province. Is there any loss of housing on the site? Paula Dill said no. He added that the developer should be providing assisted housing.

Process

David Windrim asked Paula Dill to explain the process. She explained that the preliminary report had been adopted by the Land Use Committee. The application is then circulated for comments, and matters such as urban design, transportation, open space etc. are looked at. The public benefits are then considered. The final report includes a discussion of these benefits. It comes back to this Committee and then to the Land Use Committee.

David Windrim, in reply to a question, said that it is not up to this audience to decide whether an additional special meeting will be held for the project. He advised those attending will be given notice if there is to be a second public meeting.

Marya Gates noted that as a member of the Executive Committee of the PAC she will ensure that the PAC executive will discuss whether there is a second public meeting.

B. Shimm - 121 1/2 Church St.

Toronto is a unique City in North America, where it is comfortable to live in the core and walk around it. This project has a three block frontage on Yonge Street - what will this project give to this part of Yonge Street? Many businesses in the area are vacant. The Eaton Centre has had a big impact.

Housing is a part of living in the Downtown. By having more people living in the Downtown, over the next 50 to 100 years, will make it a unique place, not like the Downtowns that are in U.S. cities.

Paula Dill said the Yonge Street properties are part of the study area, but this project includes only one property on Yonge Street

Land Use Committee

April 11, 1988

- the old Birk's store. The new project should definitely relate directly to Yonge Street.

Phil Beinhaker noted that the concerns about Eaton Centre have to do with internalizing the retail. In this project, retail is on the street. Improvements are proposed to the Simpsons store and on Temperance Street. Temperance Street is to be improved to be a unique pedestrian street. The building on Yonge Street is to be in scale with the existing historic buildings, Temperance Street today is basically parking lots. The report will reinforce Yonge Street rather than internalizing it as in a mall situation.

Ms. Shimm said she appreciated what was said, as she hadn't understood what was being proposed. She noted projects have been dealt with on a site by site basis, not as part of the an overall plan. The City should strive to have an Official Plan that the people agree to, before projects are approved. Perhaps Yonge Street needs more density at this section but this needs to be carefully evaluated.

Lorne Haig - Mississauga

He asked about the breakdown of uses and density. He is a planner. He then asked how the density can be increased. He thought this increase was for assisted housing.

Paula Dill noted that the impact of the building would be thoroughly evaluated and that the achievement of assisted housing would be part of this overall evaluation. Phil Beinhaker added that the Official Plan provides that the preservation of historic buildings is important and that the Plan has a provision to increase the historic bonus to 3 times.

Bob Axsmith - 117-121 Yonge, Axsmith Shoes

He noted that Loblaws just spent \$1 million to upgrade, he and other owners have done improvements. The area is not deteriorating.

Phil Beinhaker explained that the project includes the Birk's store and goes to the May Building. The Yonge Street frontage will be store fronts.

Patricia McHugh - Montague Street

You are tearing down Birk's and 45 Richmond. Any other historic buildings?

Land Use Committee

April 11, 1988

Phil Beinhaker said no. The Aitkenhead building facade will be relocated. There are reasons for moving it. One is that it will face the public open space more directly.

What about 45 Richmond? Phil Beinhaker said it is not to be retained. They have looked at how the truck circulation will work and noted problems with location in terms of remaining below grade and pedestrian walkways. They are examining it.

She added there is an art exhibit of buildings of this period, elsewhere in the City and here we are facing a situation which will eliminate one of these buildings being featured in the exhibit.

Michael Bolton - 89 Queen Street

Are truck ramps designed to service the whole complex?

Phil Beinhaker replied yes. The truck activities of the Simpsons store are quite extensive but will be accommodated all below grade.

George Hislop

Will the project be built all at once or in stages?

Phil Beinhaker replied the plan, which is on the City grid, can be done in phases. However the concourse level will be done at one stage along with the office building. The middle block will probably be developed at a later stage.

Will the hotel be built? Is it a sure thing?

Phil Beinhaker replied that he is sure in that the two owners want to achieve this. There are discussions on-going with several operators.

When will there be detailed information and models?

Phil Beinhaker replied that the owners are looking at this, as one of the things to be finalized before the final report.

David Lewis Stein - Toronto Star

He asked about density. It is 8 times coverage of what? Is Simpsons 8 times now?

Phil Beinhaker said the Simpsons block is close to this. The store is 775,000 sq.ft., the office tower is 450,000 sq.ft.

Land Use Committee

April 11, 1988

All you can get out of this is the historic bonus? Phil Beinhaker said yes.

You are going under Temperance Street? Does Temperance Street become part of your Development? What about density?

Phil Beinhaker said they are not taking any density off of Temperance Street. It will remain a public street. The Part I provides for the historic bonus on the Simpsons block. All benefits are not yet spelled out. Paula Dill added that the question of the subteranean use of Temperance for retail is being looked at through of the streets by-law. Phil Beinhaker said the City would establish the appropriate charge for use of this area.

David Windrim

He asked how many parking sapces would be lost. Phil Beinhaker said there are about 800. David Windrim asked if there are covered in addition? The answer was no, according to how the City calculates parking. The parking for Simpsons (in the garage) is being replaced.

The by-law looks at the use and the peak time of parking requirement. For example, the hotel parking demand is different for offices. Additional uses can be accommodated. Second, the determination of the parking requirement follows for the project, not from demand elsewhere.

They are proposing 20% over the minimum.

David Lewis Stein

Does your client own the the Simpsons store? Phil Beinhaker said that ultimately one of his client's owns both. Mr. Stein said there is no threat to the building. Phil Beinhaker replied that refurbishing the Richmond facade and servicing improvements cost a considerable amount of money. Here we are both keeping and enhancing an historic building. This is not without cost.

losJock Ferguson - Globe and Mail

What percentage of Simpsons is historic?

Paula Dill said the whole store is historic but only half is now designated. The whole store will also be subject of a heritage easement agreement. This means that the owner agrees to restore and maintain the building forever and the agreement is registered on title against the lands.

David Weir - 81 Queen St.E.

Land Use Committee

April 11, 1988

If the overall density is 12x and Simpsons is 8x, have you done a calculation of the density of the office tower on its own site. Paula Dill said it is about 20 times on it's own site.

How does the height of the tower compare to Scotia Plaza?

Phil Beinhaker said its shorter.

Won't the tower block the sunlight of the proposed square?

Phil Beinhaker said there is sun until 12:30 and after 3:30. The issue of shadow on the square makes no difference for floors over 20 storeys. The square has been located to maximize the sun penetration.

Jock Ferguson

Has the value of the bonus been done in dollar terms?

David Windrim noted that this was being looked at. Jack Layton referred to this, and noted policies pending.

Will the project be sold if approved? Paula Dill replied that any approval will run with the land not the owner.

Stephen Endis- Spadina Rd.

He questioned the use of the 3 blocks as one lot. Paula Dill replied if there is an underground connection, the Zoning By-law treats the building as one lot. It is appropriate from a planning perspective to treat the lands as one lot as it is under one ownership, and servicing relationships exist.

George Hislop

He asked about how servicing got back to Simpsons from the other side of Richmond.

Phil Beinhaker said there would be a service tunnel under Richmond St.

Ms. Shimm

The Planning Department should look at this as part of an overall vision.

Another Speaker

He asked about the retention of 45 Richmond. Phil Beinhaker said they were looking at this.

Land Use Committee

April 11, 1988

Ralph O'Neill - Frederick Street

How many people will work in the office building? Phil Beinhaker replied that approximately 5000 could work here. The 53 floors are approximately 12' in height from floor to floor. The penthouse has not yet been designed. Paula Dill said the total height is 234 m.

David Windrim said there will be a detailed review of transportation. Paula Dill noted the plans are circulated to the TTC. Any comments for the TTC will be part of Metro Planning's comments. David Windrim, in reply to questions about the TTC's comments, suggested he come to the meeting on the final report.

David Windrim closed the meeting at 9:15, after advising people to sign the meeting list.

APPENDIX C

Comments of the Commissioner of Public Works dated April 11, 1988

"The transportation analysis undertaken by the B-A Consulting Group assesses the implications of the proposed Bay-Adelaide Centre in terms of projected impacts on local traffic operations, the public transit system and the broader regional transportation network. It also reviews vehicular, pedestrian and subway access, parking and loading requirements for the project. The transportation impacts of several other proposed Central Area developments are also incorporated in the analysis.

The basis of this transportation assessment is a development proposal that involves:

1. The majority of the lands bounded by Queen Street West, Yonge Street, Adelaide Street West and Bay Street. A total site area of 24 409 square metres, including the existing Simpson store and office tower block with all new development confined to the blocks south of Richmond Street West. Temperance Street will remain open;
2. New office uses consisting of 161 716 square metres for a total of 200 878 square metres, including the existing Simpson Tower;
3. New retail uses consisting of 20 467 square metres for a total of 90 542 square metres, including the existing Simpson store; and
4. A 1,000-space parking garage. The existing Simpson's parking structure and other on-site surface lots are to be removed.

The total floor area of the project (existing and proposed) is 291 420 square metres and represents a floor area ratio of approximately 11.9 times the site area. The current land use mix used in this analysis has been modified from that originally proposed, upon which my report of January 18, 1988, was based. I will review my requirements and will report further on the recently submitted revised plans.

1. Method of Analysis

The consultant employed a "marginal transportation analysis" method to assess the impacts of the Bay-Adelaide Centre. An

estimation of a.m. and p.m. peak hour trip generation was derived based on a number of conventional parameters such as floor space per worker, attendance, peaking characteristics, modal split and vehicle occupancy. These volumes were distributed in accordance with place of residence - place of work trends and added to existing traffic and transit counts. In addition to the Bay-Adelaide Centre, the transportation implications of a further 21 Central Area developments, either proposed, committed or under construction were assessed in a similar manner with the resultant projected travel volumes also being added to the transportation networks. The traffic assignments assumed that no major additional road facilities (e.g. Front Street West Extension, Gardiner Expressway Widening) would be in place within the time frame of these developments.

This "marginal analysis" approach however does not fully address a number of complex relationships such as peak spreading, reduced peak, travel demand, increasing floor space per worker trends, the changing nature of full time versus part time employment and general dynamics of traffic patterns in the context of the Central Area. These factors have tended to moderate the peak hour transportation impacts of new downtown office development over time. Further, in the consultant's study, no traffic was removed from the existing road network volumes to compensate for the removal/replacement of existing parking spaces on the Bay-Adelaide Centre site or the other development sites in the Central Area. As a result, I consider the transportation analysis to be conservative given that it likely overestimates the composite peak effects of the Bay-Adelaide Centre and the other 21 developments on the road and public transit networks.

In addition to the marginal analysis, the consultant conducted a sensitivity analysis of the intersections immediately adjacent to the site by estimating traffic generated by the Bay-Adelaide site on the basis of its total assumed 1,000-space parking supply. Two instances were provided for comparison purposes:

1. Removal of existing parking lot traffic; and
2. No adjustments to existing traffic volumes.

Due to the size of the proposed parking facility however, the site generated traffic volumes based on parking demands are very similar to those derived through the marginal approach and result in a negligible difference in overall intersection operations.

2. Local Traffic Impact

It is estimated that the Bay-Adelaide Centre will accommodate approximately 6,100 new employees, which will generate in the order of 2,850 peak hour peak direction person trips. The assumed modal split of 20% auto, 47% TTC subway, 8% TTC surface routes, 20% GO Transit and 5% walk, bicycle and "other" is generally consistent with current cordon and survey information and has been used in recent assessments of other downtown developments (e.g. BCE Place). It is estimated that 435 peak hour peak direction vehicle trips will be generated by the Bay-Adelaide Centre.

Overall intersection operations and critical movements were determined under existing conditions and with the future development (Bay-Adelaide Centre and the 21 other potential projects) in place. An assessment of the volume to capacity ratios which provide a measure of the acceptability of operating conditions was also conducted.

This analysis indicates that the intersections adjacent to the site, namely Queen/Bay, Queen/Yonge, Richmond/Bay, Richmond/Yonge, Adelaide/Bay and Adelaide/Yonge, currently experience acceptable operating conditions and will continue to do so with the additional traffic generated by both the Bay-Adelaide Centre and other developments included in the analysis. I agree with the consultant's forecast of traffic operations and impact of the project on the local street system and concur with his analysis conclusion that the anticipated Bay-Adelaide Centre traffic can be accommodated on the local road network.

3. Regional Traffic Impact

In addition to the local intersections noted above, 14 other major Central Area intersections and the key Don Valley Parkway and Gardiner Expressway ramp connections were also analyzed. A further 2,770 peak hour, peak direction vehicle trips were estimated to be generated by the 21 sites in addition to the estimated Bay-Adelaide Centre traffic. The analysis confirms that there are congestion points in the surrounding road network, particularly in accessing the Central Area.

In the longer term, some of the regional roadway improvements currently being considered, such as the Front Street West Extension and the Gardiner Expressway Widening, will help to alleviate these problems and assist in providing better distribution of traffic to and from the Central Area in general. However, based on my review of the consultant's

data, I believe the existing road network can accommodate the level of development analysed in this study in a generally acceptable manner, recognizing that congestion levels and delay will increase at a number of specific locations.

With respect to the Bay-Adelaide Centre in particular, the direct impact of traffic related to this development is minor in relation to overall existing and projected volumes. In my view, it is not possible to isolate this proposal as the source of increased unacceptable congestion levels or the breakdown of roadway operations, particularly at outlying intersections or ramps where the effects of traffic dispersion largely negate the traffic impact of the Bay-Adelaide Centre.

4. Public Transit Impact and Pedestrian Access

Underground pedestrian connections are proposed as integral components to link the Bay-Adelaide Centre to 2 subway stations on the Yonge line: Queen, by means of a new connection below Richmond Street West through the Simpson store; and King through a new connection under Adelaide Street West joining to the Scotia Plaza pedestrian system. These links will also complete the north-south pedestrian network east of Bay Street, which includes Commerce Court and BCE Place, and permit climate controlled access from the development to the GO train terminal at Union Station. A further link is also proposed under Bay Street, south of Queen Street, to join with the existing pedestrian network on the west side of Bay Street. I consider these connections important links in the City's downtown pedestrian system and feel they will serve to enhance public transit accessibility to the Central Area. These links will also help resolve pedestrian vehicle conflicts at the intersections. Arrangements should be made to ensure that the route through the Simpson store is available outside store operating hours.

Public transit is estimated to serve approximately 2,145 peak hour trips or 75% of the total trips generated by the Bay-Adelaide Centre as follows: 1,345 TTC subway trips, 235 TTC surface transit trips and 565 GO Transit trips.

The largest component has been assigned to the TTC subway, with 60% to the Yonge line and 40% to the University line. Central Area Monitoring Programme data indicates that current peak hour, peak direction subway ridership at the critical point south of Bloor Street is in the order of 32,000 on the Yonge line and 24,000 on the University line for a total of approximately 56,000 passengers. The estimated hourly capacity range has been identified as 68,000 riders (practical) to 72,000 riders (crush loadings). Presently

Land Use Committee

April 11, 1988

there is an overall residual capacity of 12,000 to 16,000 at this controlling point in the system.

In addition to the projected generation of 1,345 peak direction passengers from the Bay-Adelaide Centre, the consultant estimated a further 8,500 riders from the other 21 developments. My review of the consultant's analysis indicates that the major generators are the Bay-Adelaide Centre, Scotia Plaza and BCE Place, which account for approximately 45% of the total estimated growth in subway ridership. Accordingly, when these 3 developments are in place, I anticipate that peak hour ridership on the Yonge line will be within the practical capacity range. There will, however, be considerable residual capacity available on the University line. The 60%/40% split assumed by the consultant is predicated on the likelihood that those riders arriving from the north via the Spadina line and from the west via the Bloor line will likely consider the University route more attractive. Due to the short additional distance required to access King and Queen Stations from the south (e.g. continuing the trip beyond Union Station and north on the Yonge line in the a.m. peak), I do not consider this to be an unreasonable demand on subway riders. At such time as the full impacts of the other developments are realized, combined ridership levels are projected to be slightly below the practical capacity threshold of the combined lines. I conclude that sufficient subway capacity is available to serve the projected ridership demand generated by the Bay-Adelaide Centre and the other developments analyzed, however, in the long term as development continues, there will have to be a more equal distribution of passengers between the Yonge and University lines.

The consultant also conducted a review of station circulation and pedestrian capacity of station access points at the Queen Street and King Street Stations of the Yonge subway line. This review indicates that Queen Station will be the primary access point for the Bay-Adelaide Centre. The critical access point to Queen Station is the stairwell leading to street level at the south-west corner of the Queen/Yonge intersection, where some queueing presently occurs in the a.m. peak. I agree with the conclusion that pedestrian delays at this constraining point will be relieved with the opening of the proposed pedestrian connection through the Simpson store. I do not anticipate that the new pedestrian traffic generated by the Bay-Adelaide Centre will have any adverse impacts on subway operations.

The key pedestrian access point to King Street Station for the Bay-Adelaide Centre is the stairway to the north side of King

Street. This facility is being replaced by a concourse to Scotia Plaza that will triple the existing capacity. Again, I concur with the consultant's conclusion that the anticipated pedestrian volumes at King Station can be accommodated in an acceptable manner.

The projected surface transit demand, when added to existing ridership levels, can likewise be accommodated with appropriate operational adjustments to the existing levels of service.

The final component of public transit demand, to be served by GO Transit, will benefit from the underground pedestrian network connecting the development to Union Station. In terms of projected GO Transit ridership from the Bay-Adelaide Centre and other development sites, I would anticipate increasing congestion on the Lake Shore West line as volumes are projected to approach capacity. However, given the development patterns occurring to the west of Metropolitan Toronto and the proposed incremental GO service improvements, including the addition of 2 peak period trains on the Milton line in 1988, I feel there is adequate system capacity available to serve this demand.

5. Parking, Loading and Access

I will be reporting separately on parking and loading, including the loading related to adjoining properties, on the revised plans.

In addition to servicing the new development, the proposed loading facilities will be designed to accommodate all loading operations for the Simpson store, which currently take place on Richmond Street West. The loading area will be accessed by means of an exclusive ramp to Richmond Street West near the north-west corner of the site. A courier reception facility is also proposed within the parking garage consisting of 8 to 12 informal loading/holding spaces. I am strongly supportive of these initiatives and believe that they will remove the queueing of trucks from Richmond Street West and improve traffic flow accordingly.

Vehicle access to the parking garage is proposed to take advantage of the Richmond-Adelaide one-way pair. The plan incorporates one access driveway to each street operating in an "English style" manner to avoid turning conflicts. No parking garage access is proposed to Temperance Street. The driveways to Richmond Street West and Adelaide Street West are to be located approximately 46 m and 52 m west of Yonge Street, respectively.

Land Use Committee

April 11, 1988

Capacity analysis by the consultant indicates that this access configuration will serve the parking garage in an efficient, convenient manner. I am in agreement with this assessment and the site access, as proposed, is acceptable.

6. Summary

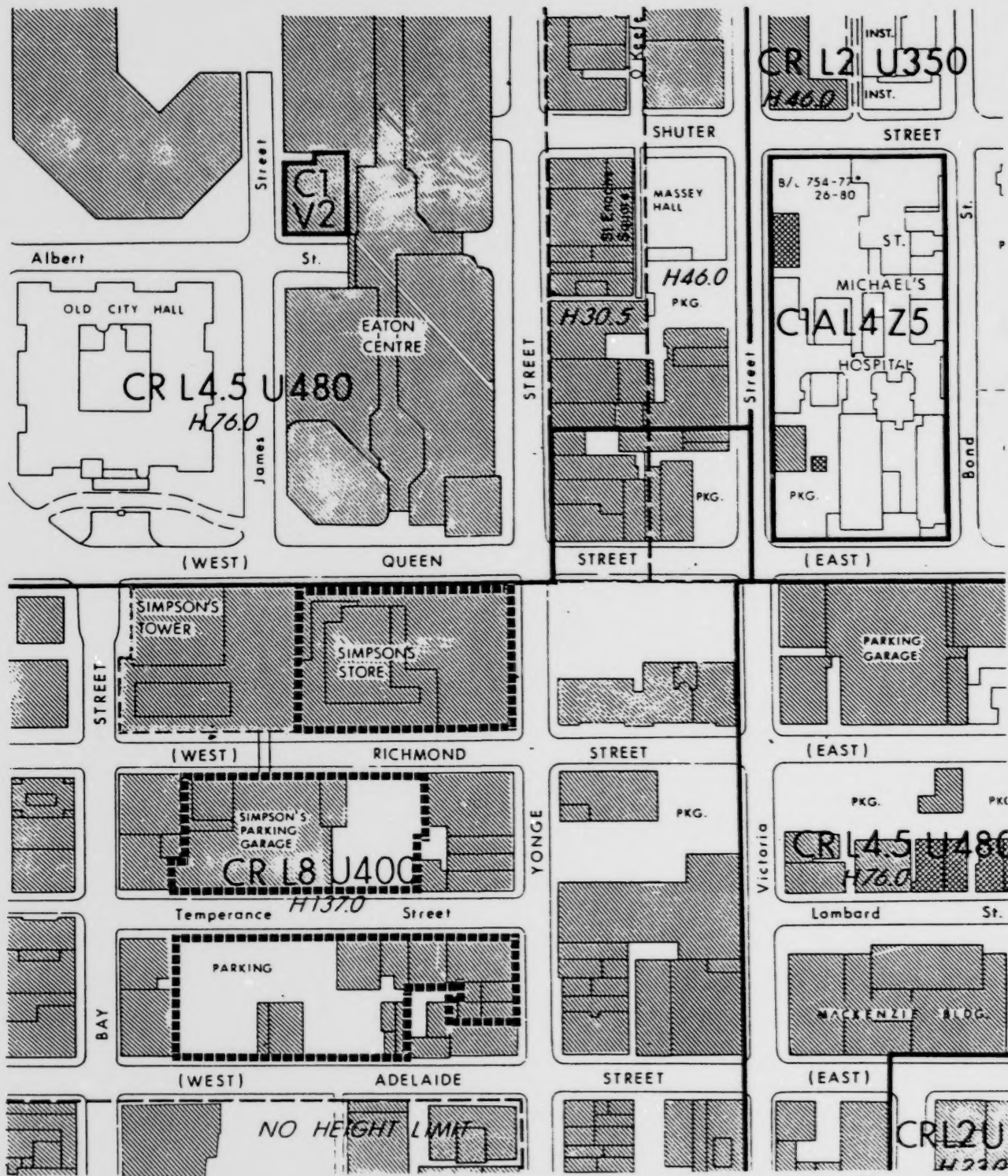
I am in agreement with the consultant's conclusion that the existing road and transit systems can accommodate the proposed Bay-Adelaide Centre.

As I noted previously, a strong correlation between office floor space growth in the downtown and increased transportation demand as implied in the "marginal" analysis method used in this assessment has not occurred over the past several years. This procedure, therefore, results in a maximum impact scenario and likely overestimates travel demand. However, I consider it vital that Central Area travel patterns continue to be closely monitored and assessed on a continuous basis. The Central Area Monitoring Programme, a multi-agency Metro/City co-operative effort, and the regular Metro and City cordon count programmes are key elements in this process. Further, the 5-year review component of the Network 2011 programme adopted by Metropolitan Toronto Council in 1986 must assess these trends and their impact on rapid transit needs and priorities for the Central Area.

Recommendations:

I recommend that:

1. Special employer/employee surveys be undertaken under the Central Area Monitoring Programme (CAMP) upon the completion and occupation of each of the Scotia Plaza, BCE Place and Bay-Adelaide Centre developments in order to assess the dynamics of the travel patterns of the employees with the results to be included in the annual CAMP report; 2. The first 5-year review of the Network 2011 Plan include a detailed assessment of the development and travel trends in the Central Area; and
3. Metro Council and the Toronto Transit Commission be requested to endorse the actions contained in Recommendation Nos. 1 and 2, above."



PLANNING DISTRICT THE FINANCIAL DISTRICT
 ZONING MAP SHEET 50G-323
 WARD 6
 OP DESIGNATION THE FINANCIAL DISTRICT



QUEEN, YONGE, ADELAIDE AND BAY STREET BLOCK PRESENT ZONING AND LAND USE

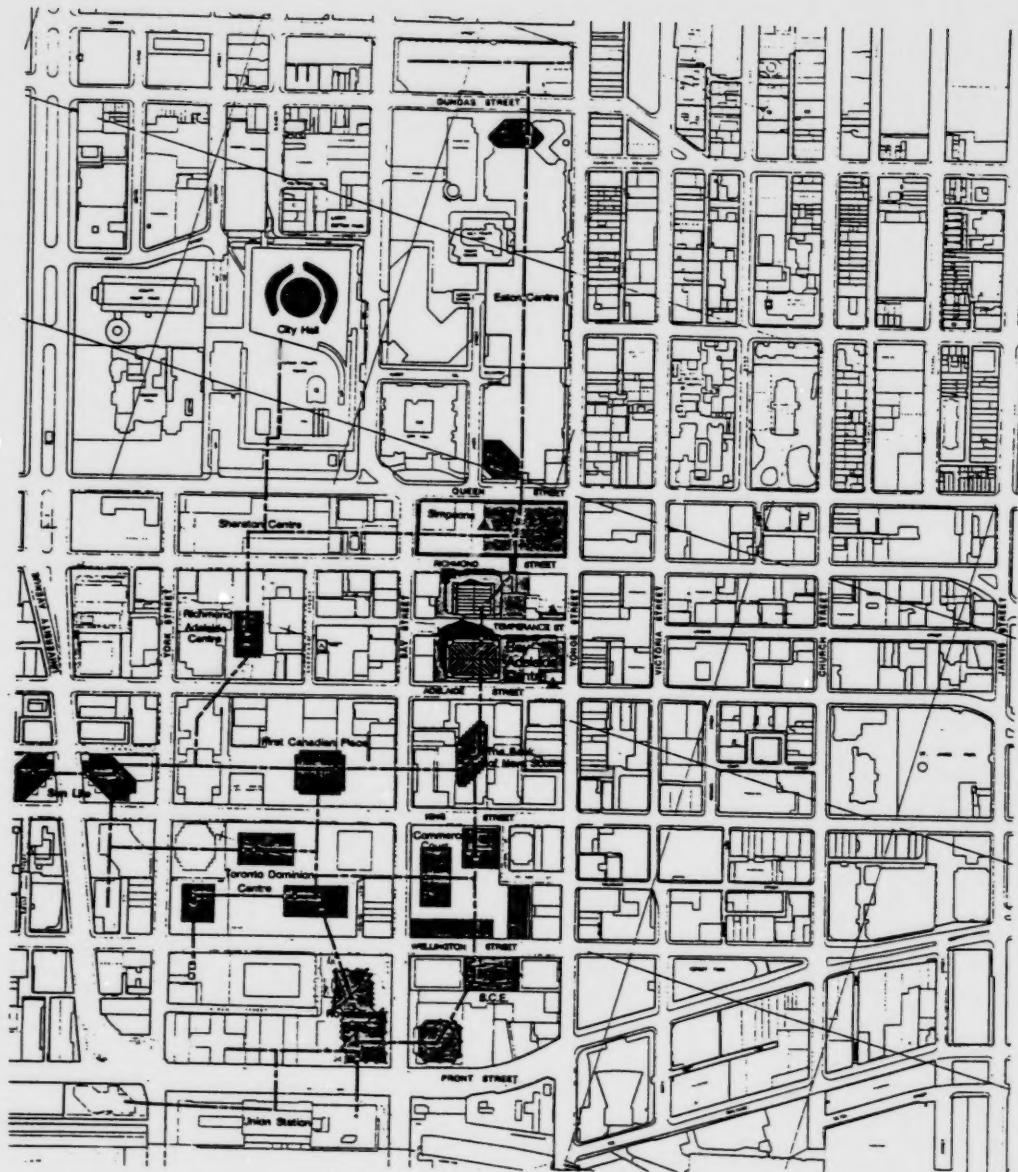
APPLICATION No 2034
 ASSIGNMENT No 545-12034
 DRAWN BY CGH

SCALE 1:2400

APRIL, 1988

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
 ROBERT E. MILLWARD, COMMISSIONER

CENTRAL CORE AND WATERFRONT PLANNING DIVISION



 Pedestrian Mall
Connections

 Historic
Buildings

CONTEXT MAP

APPLICANT'S DRAWING

APPLICATION NO. 2034

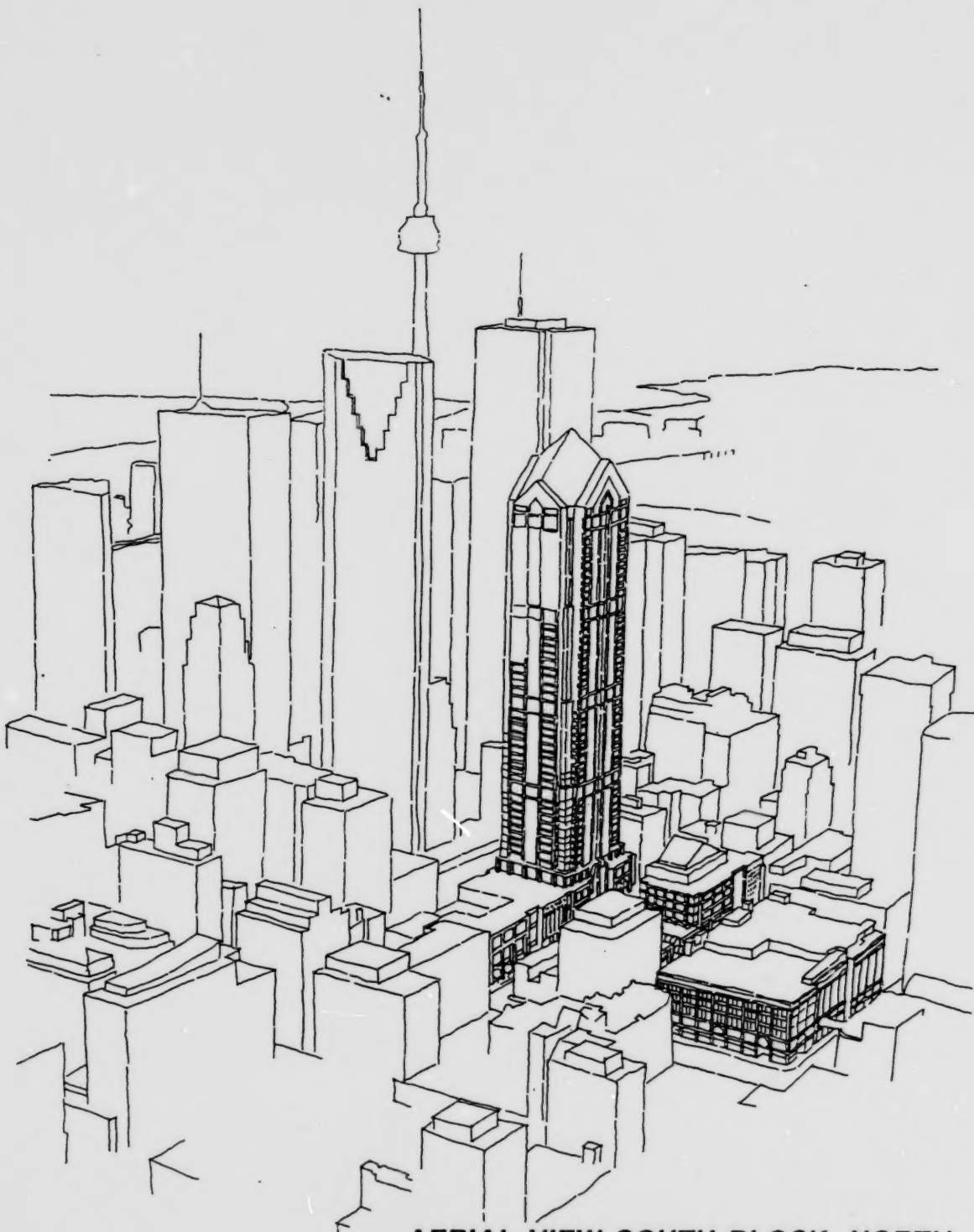
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION


REDUCED DRAWING

APRIL 1988

2



4

**AERIAL VIEW SOUTH BLOCK, NORTH
BLOCK & CONNECTION TO SIMPSONS**

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

APRIL, 1988



**VIEW FROM RICHMOND & BAY NORTH
EAST CORNER**

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

APRIL 1988



TEMPERANCE STREET LOOKING EAST



TEMPERANCE PLAZA

6

PERSPECTIVE

APPLICANT'S DRAWING

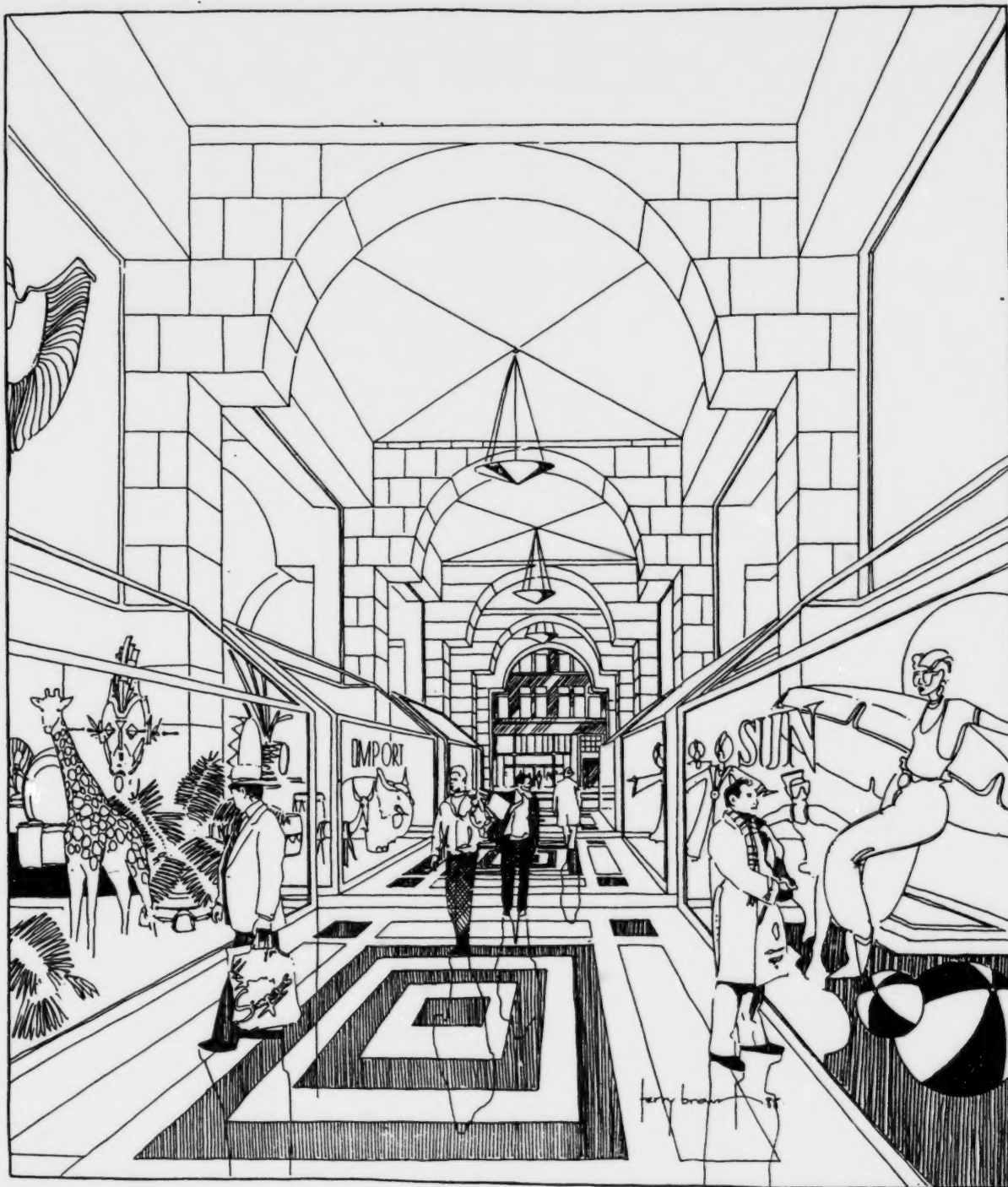
APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

APRIL 1988



MID BLOCK ARCADE SOUTH

PERSPECTIVE

APPLICANT'S DRAWING

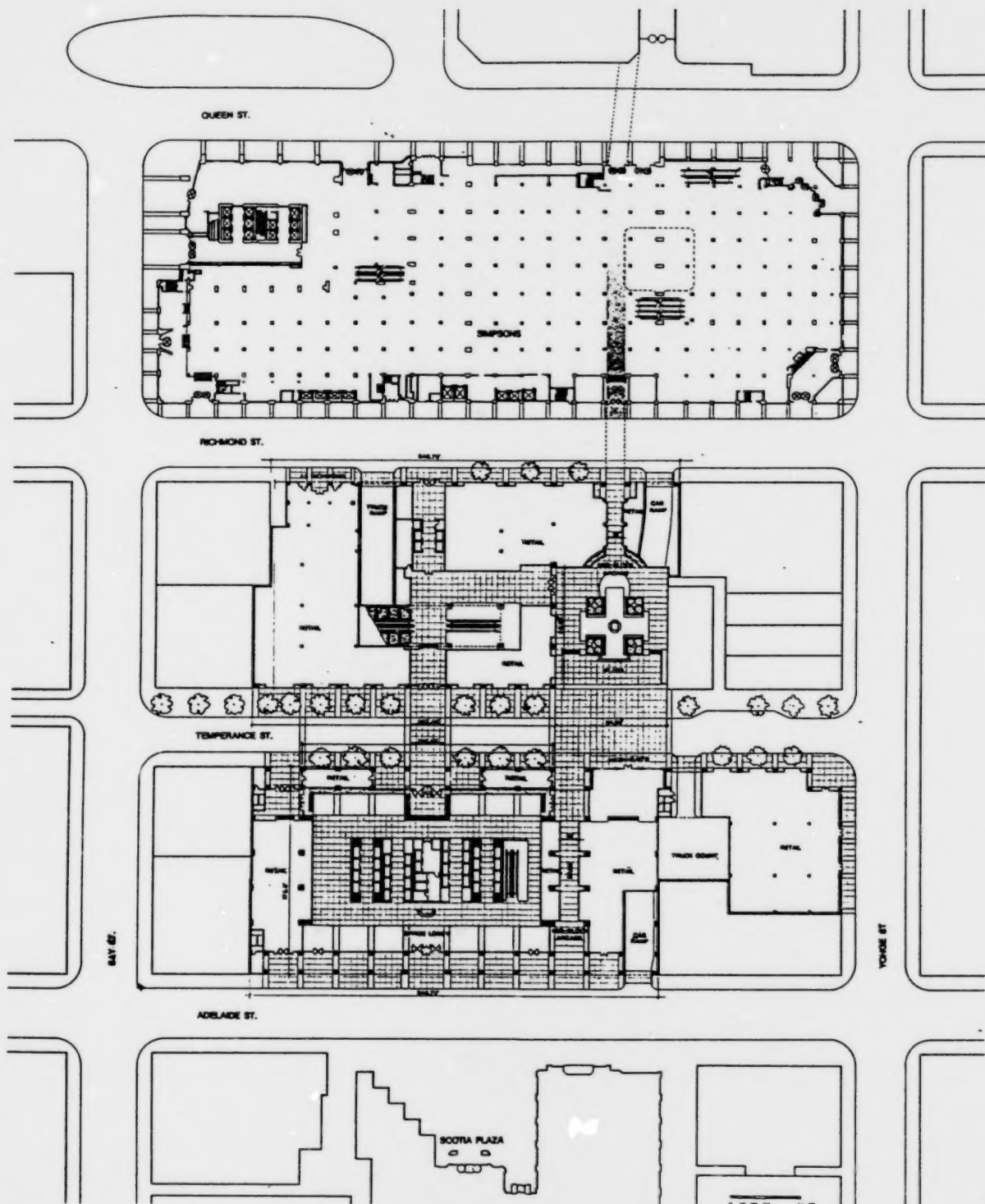
APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

APRIL, 1988



GROUND FLOOR PLAN

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

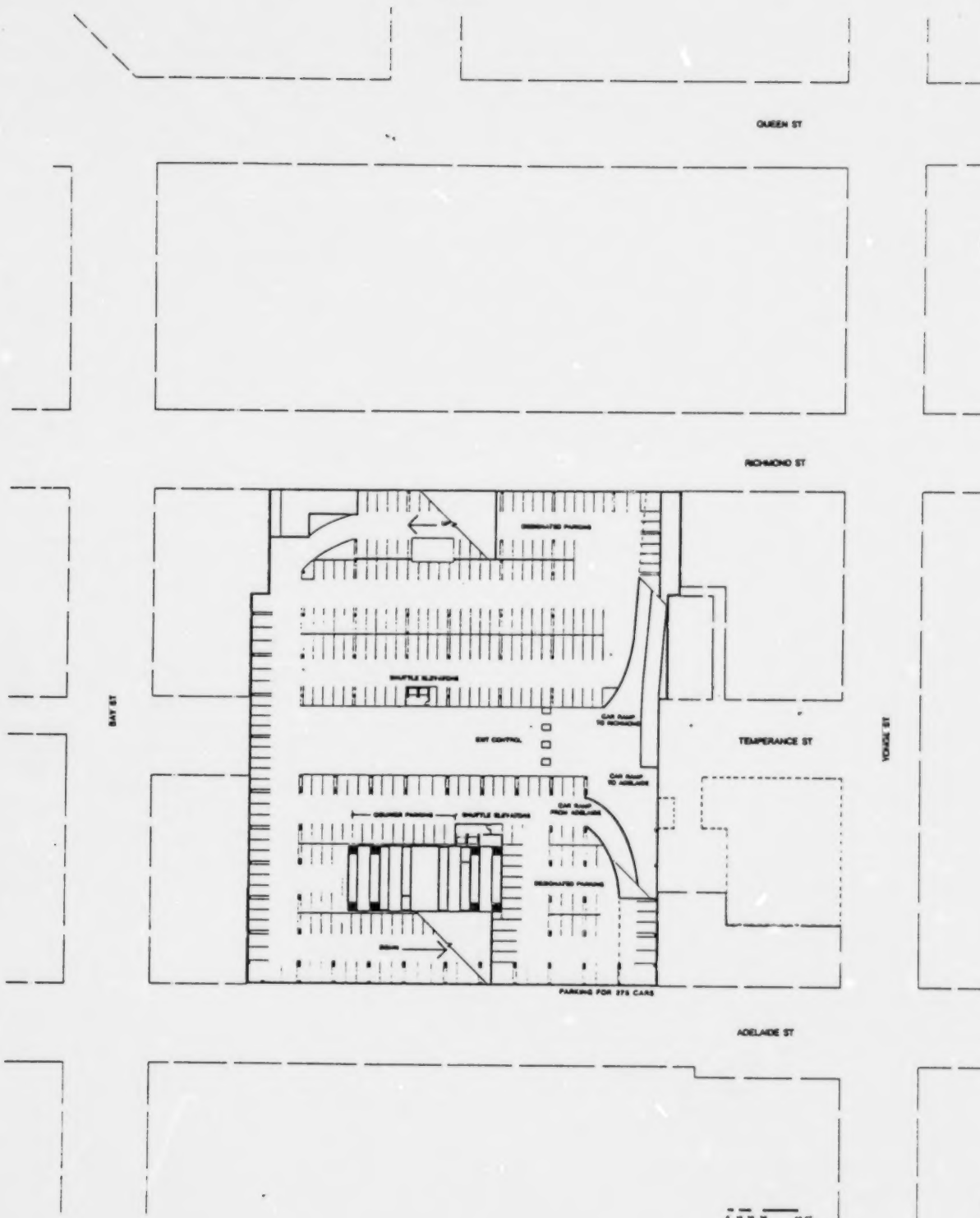
CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

APRIL, 1988

8





PARKING LEVEL 1

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

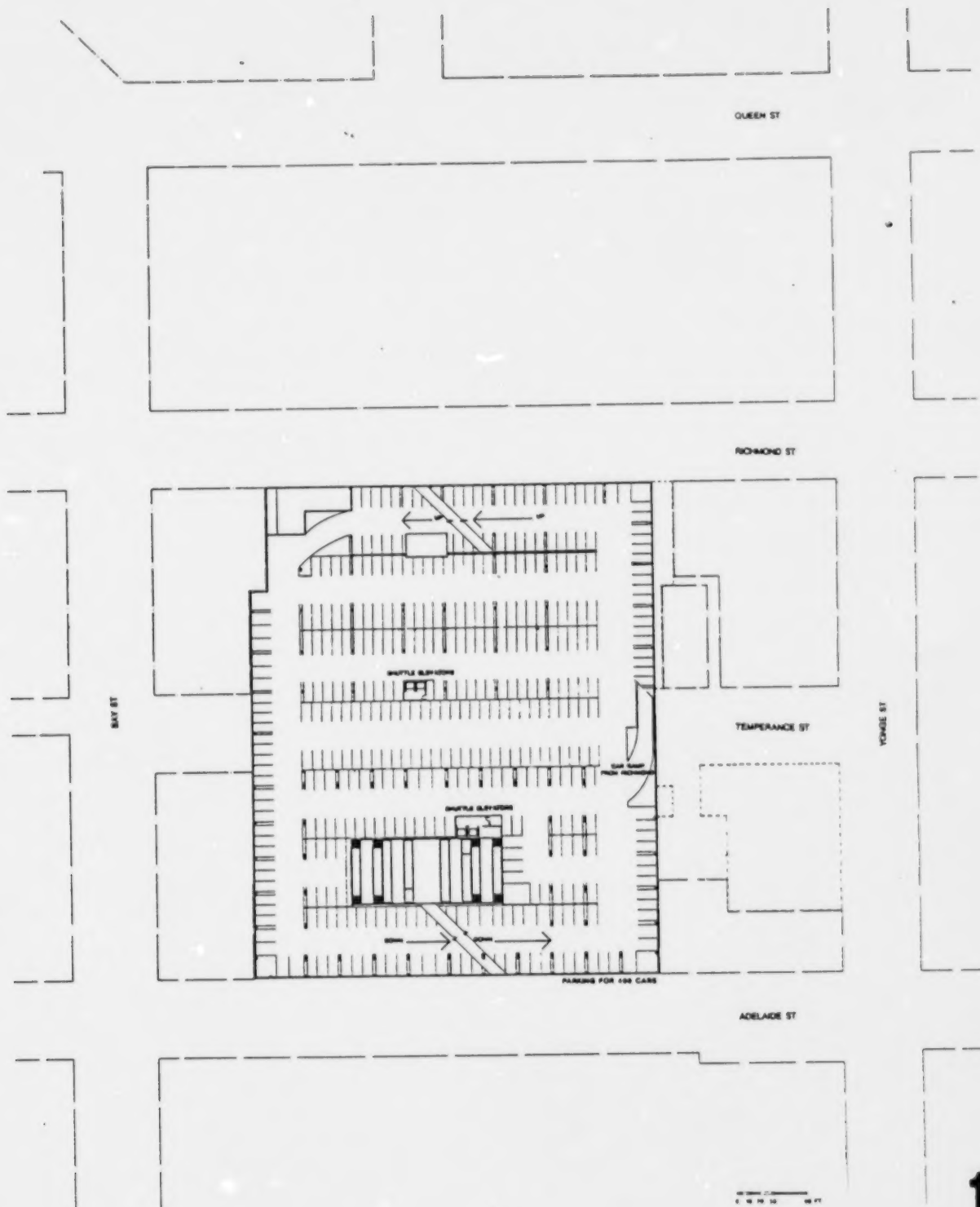
CENTRAL CORE AND WATERFRONT PLANNING DIVISION

10



REDUCED DRAWING

APRIL, 1988



PARKING LEVEL 2

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

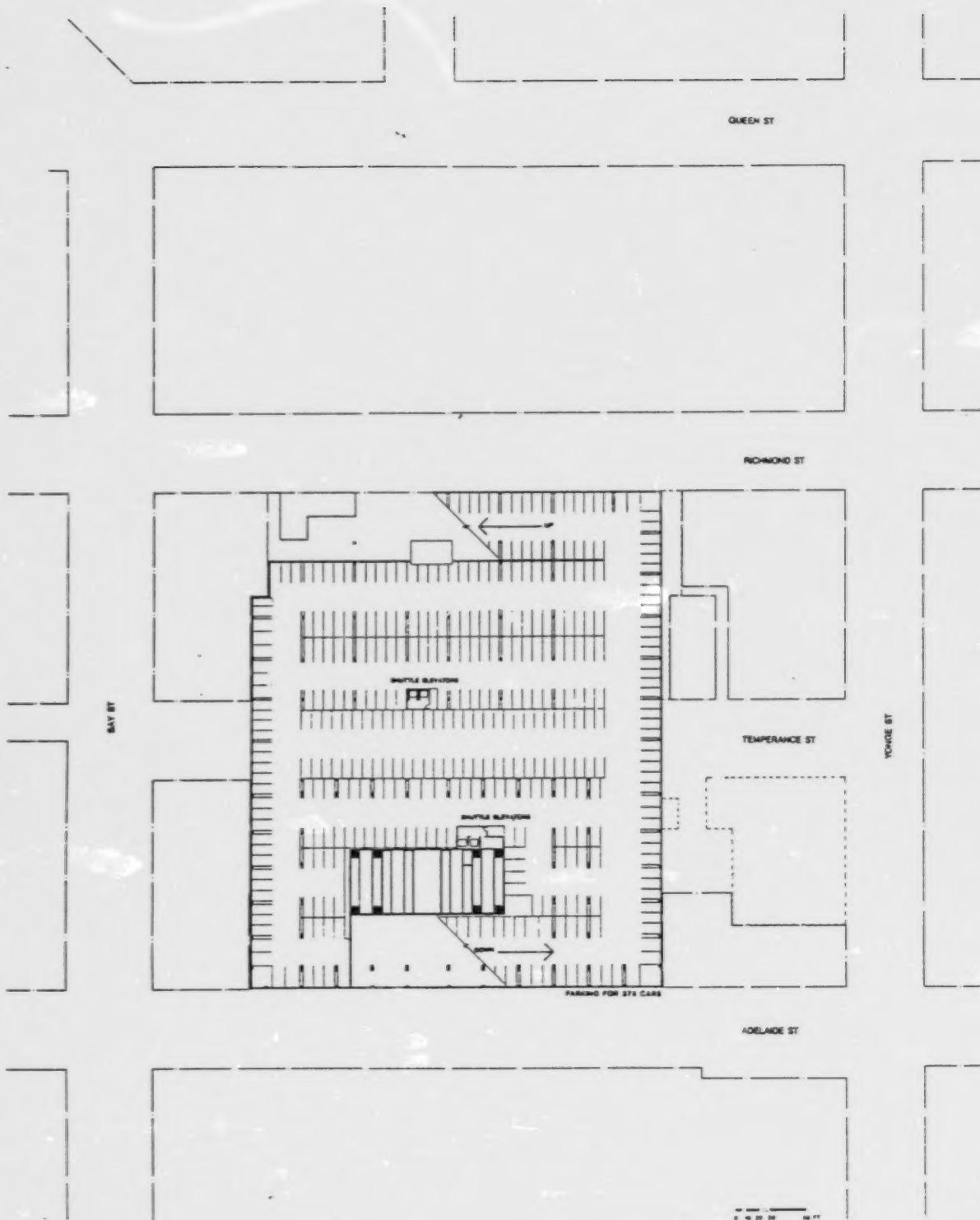
CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

APRIL 1988

11





PARKING LEVEL 3

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

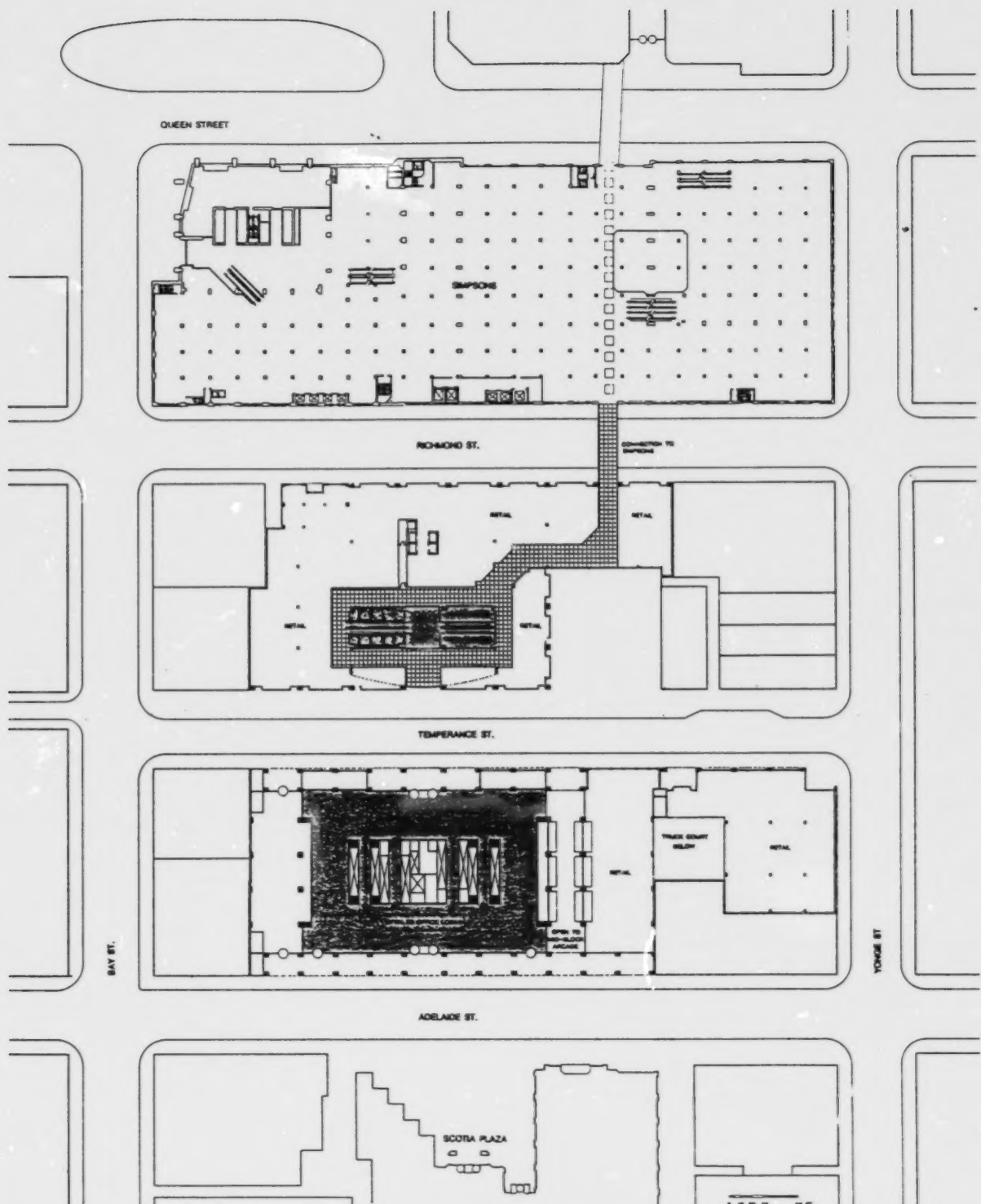
CENTRAL CORE AND WATERFRONT PLANNING DIVISION

12



REDUCED DRAWING

APRIL, 1988



SECOND FLOOR PLAN

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

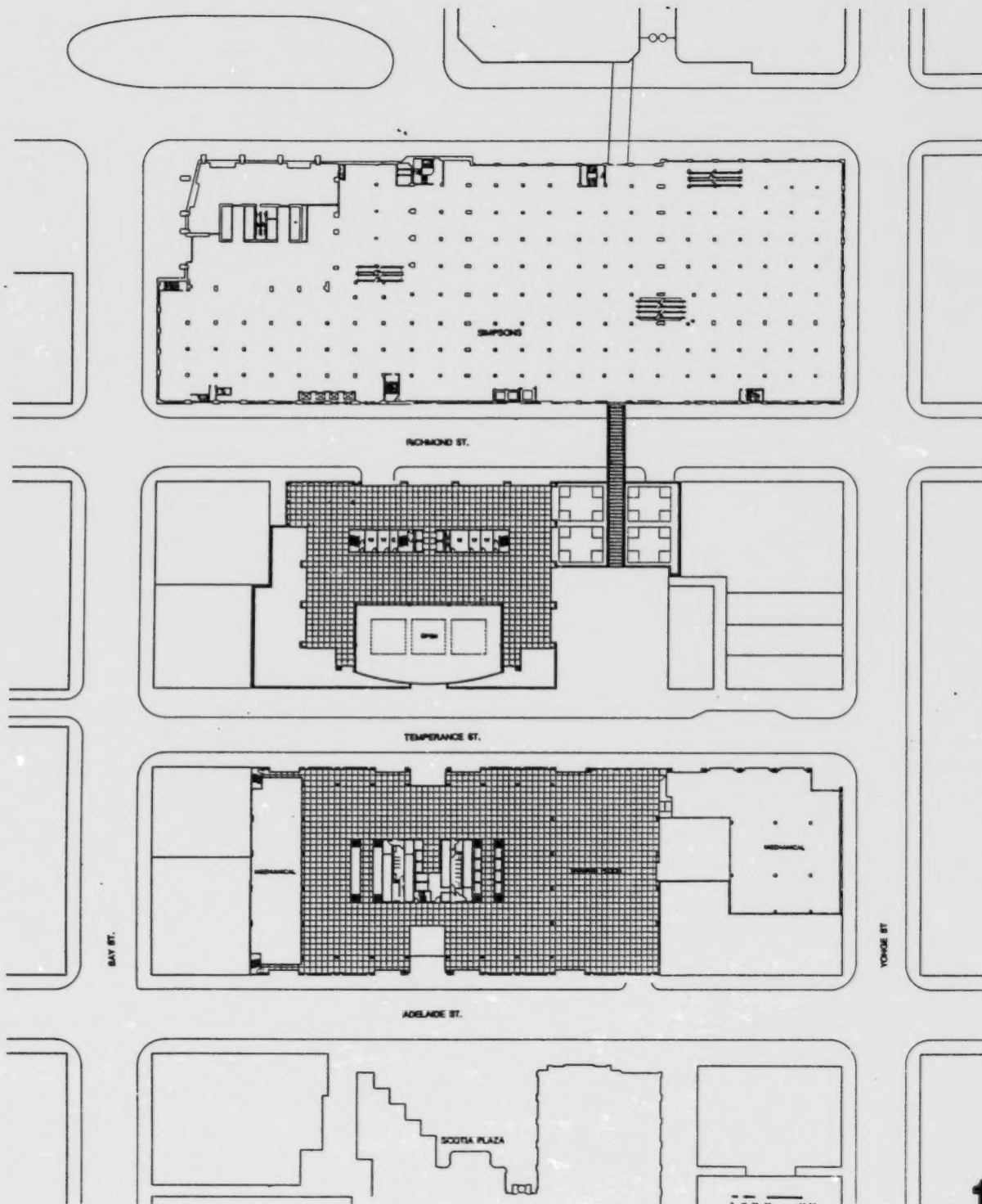
CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

APRIL, 1988

13





TRADING FLOOR PLAN

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

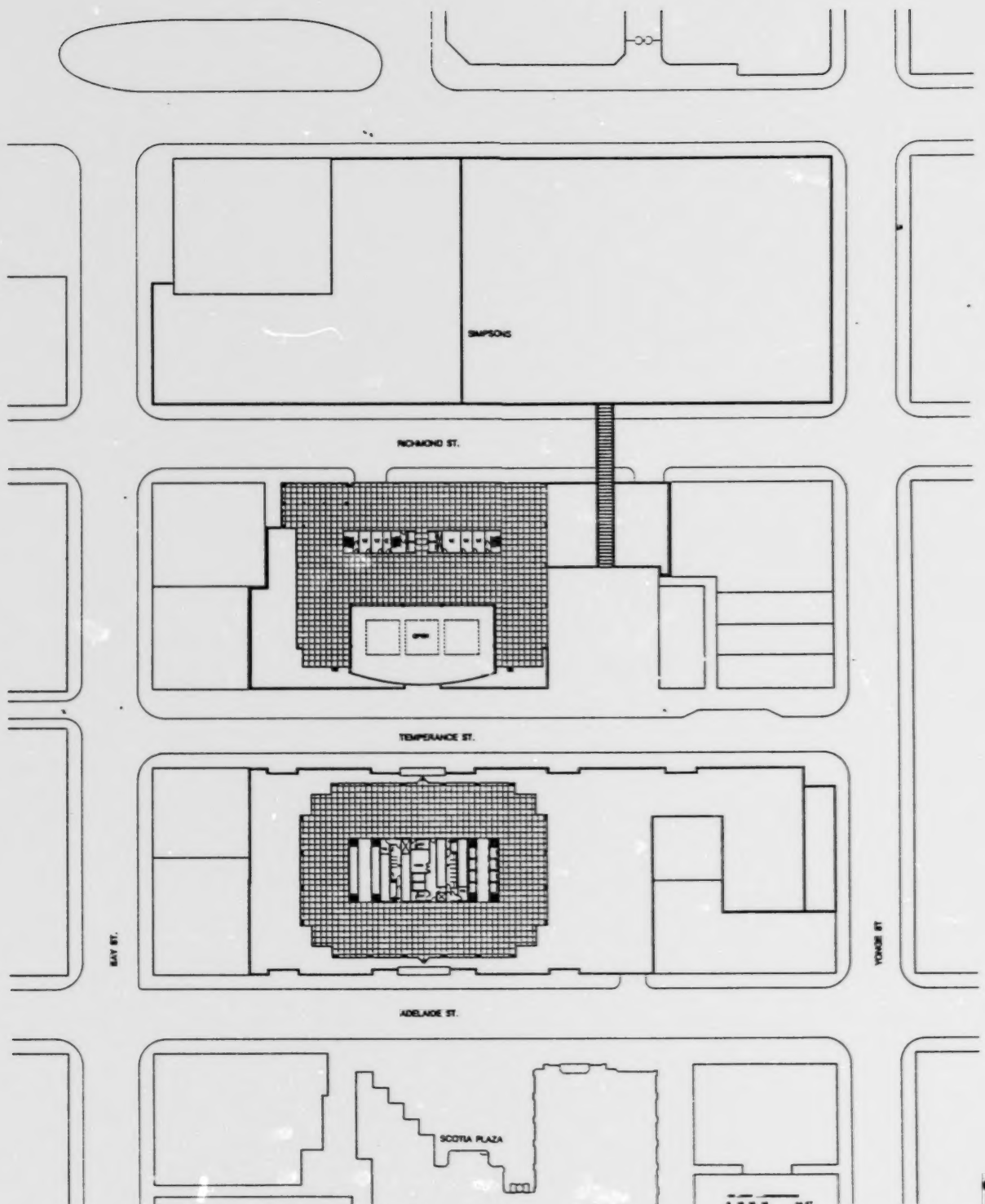
CENTRAL CORE AND WATERFRONT PLANNING DIVISION

14



REDUCED DRAWING

APRIL, 1988



TYPICAL FLOOR PLAN

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

15



REDUCED DRAWING

APRIL, 1988



16

NORTH ELEVATION (ADELAIDE STREET)

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

APRIL, 1988



17

SOUTH ELEVATION (TEMPERANCE STREET)

APPLICANT'S DRAWING

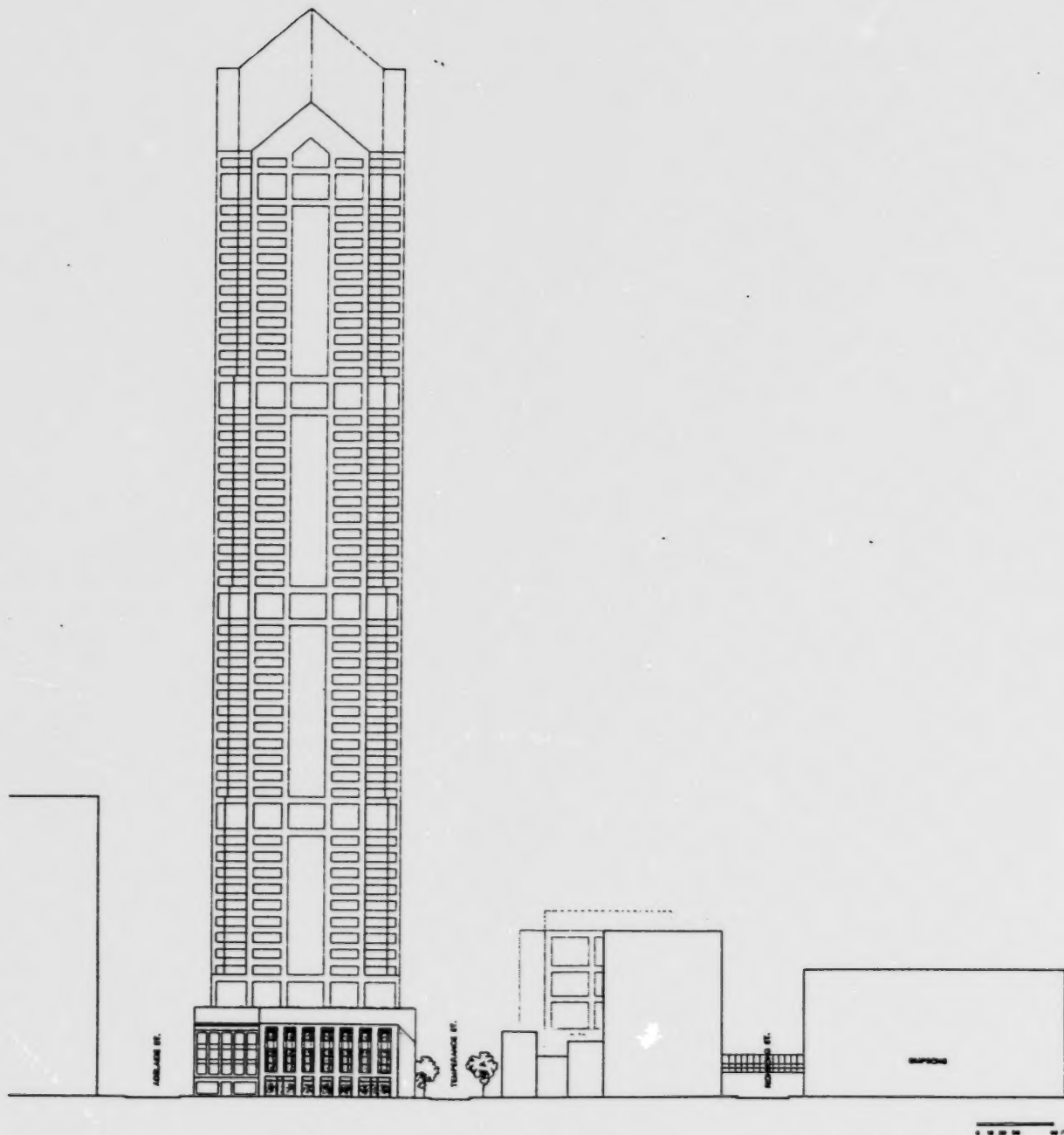
APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

APRIL, 1988



18

EAST ELEVATION (YONGE STREET)

APPLICANT'S DRAWING

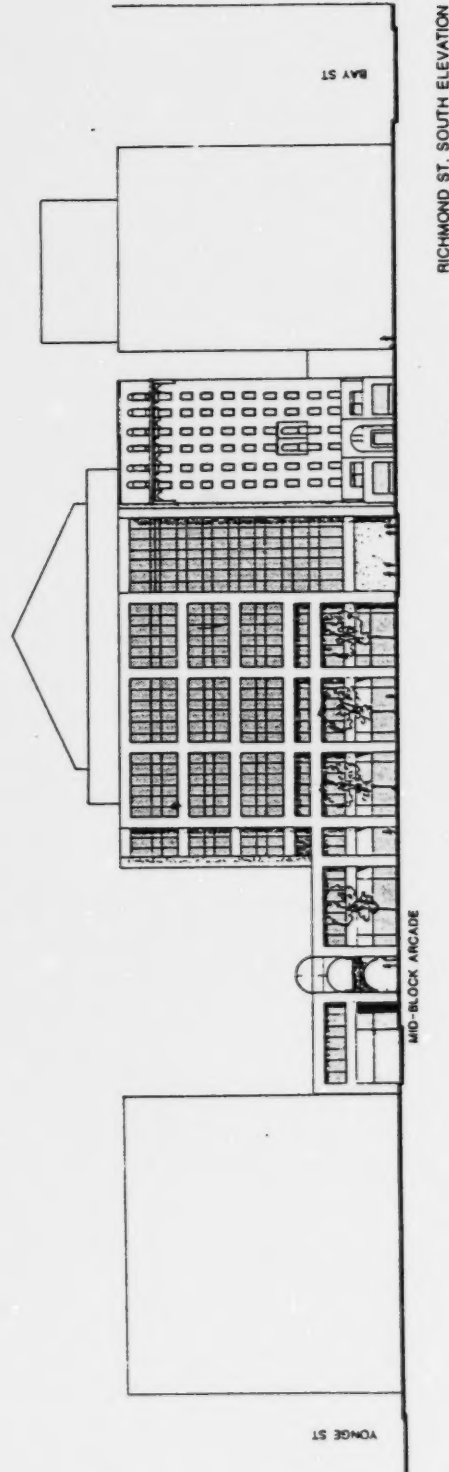
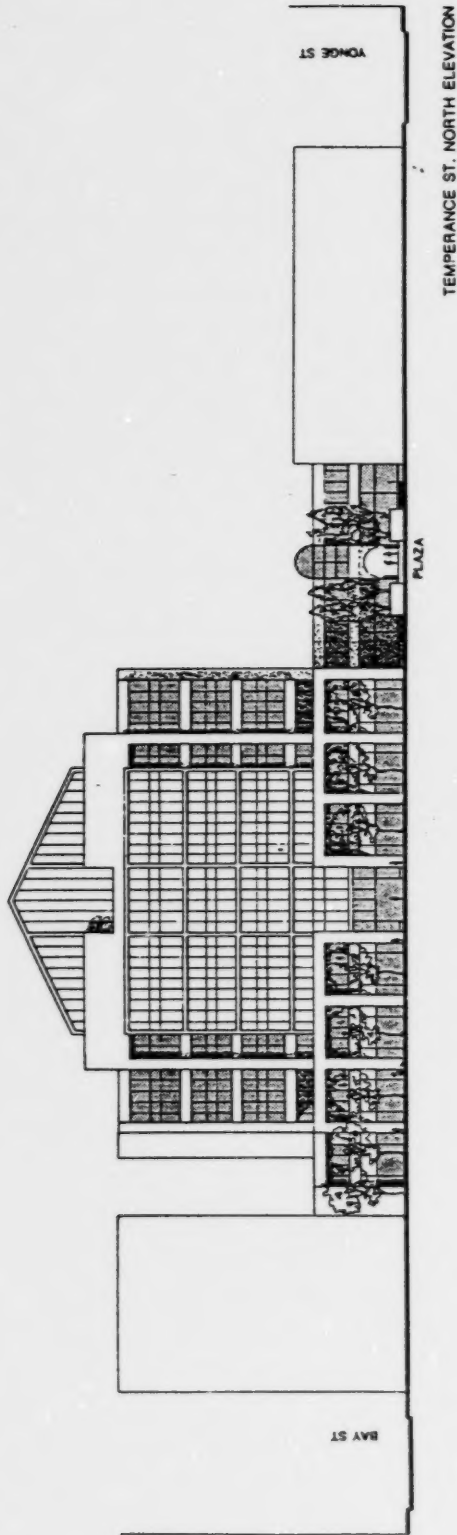
APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

APRIL, 1988



ELEVATIONS

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

Robert E. Millward, Commissioner

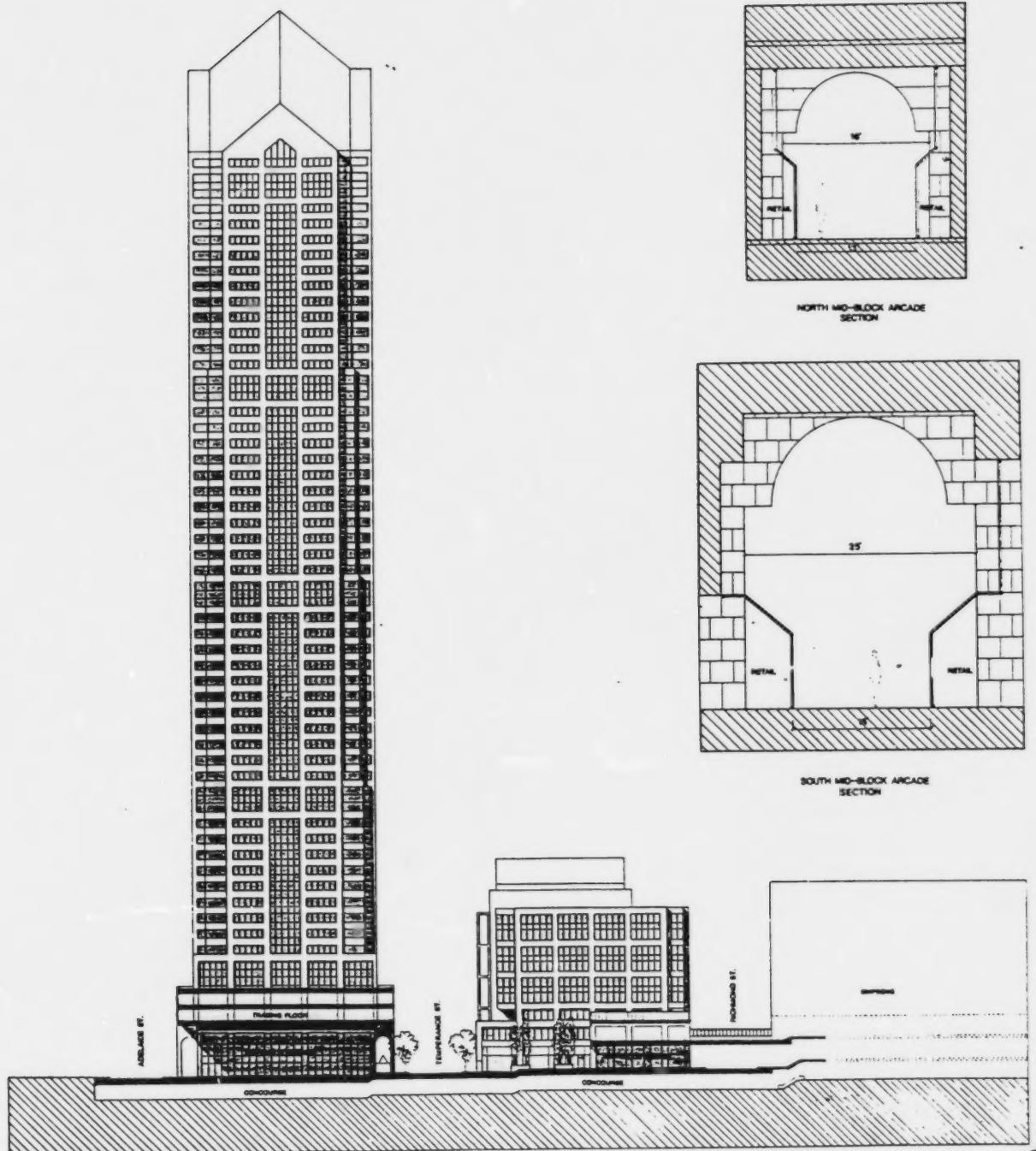
CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

APRIL, 1988



APRIL, 1988



NORTH/SOUTH MID BLOCK ARCADE SECTION

APPLICANT'S DRAWING

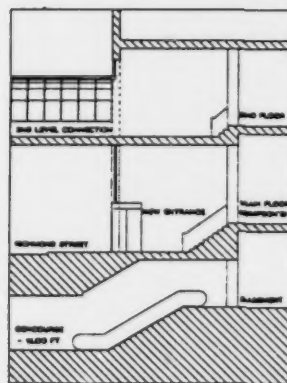
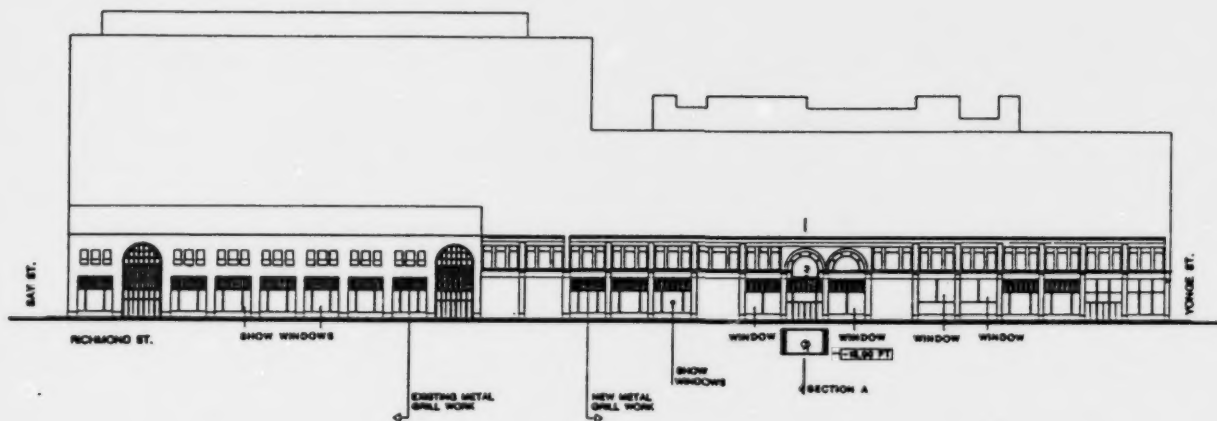
APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

APRIL, 1988



SECTION A

22

SIMPSON FACADE STUDY

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

APRIL, 1988

CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

545/12034
CC&W (Downtown)
October 4, 1988
Paula Dill
Cathie Macdonald
392-7862

To: Land Use Committee

Subject: Final Report: Part II Plan for Lands bounded by Queen Street West, Bay Street, Adelaide Street West and Yonge Street, and Application 2034 - the Bay Adelaide Centre

Origin: City Council at its meeting of June 13, and June 17, 1988
(c71luc88451:114)

1. SUMMARY:

This report implements the objectives adopted by City Council, contained in the April 11, 1988 report, "Official Plan approach for Lands in the blocks bounded by Queen Street West, Bay Street, Adelaide Street West and Yonge Street: Application 2034 - Bay Adelaide Centre", and further objectives regarding open space and housing. It recommends a Part II Plan for the area, and a zoning bylaw amendment which implements the Part II Plan with respect to the Bay Adelaide project (See Map 1). It also recommends that an agreement be secured for this project under Section 36 of the Planning Act with respect to securing facilities, services and matters in exchange for increased densities, in accordance with the objectives of the Part II Plan.

The Part II Plan approach affords the greatest opportunity to ensure that new development proposed for this quadrant of the Financial District is treated in a comprehensive way and that public goals can be most effectively achieved. The Part II Plan sets out general development objectives for the site as well as specific policies with respect to built form, physical amenities, heritage conservation, housing, transportation and open space.

Proposed amendments to the Official Plan would permit increases in height and density of development on lands within the three blocks in return for certain public benefits under Section 36 of the Planning Act, 1983.

1.1 OBJECTIVES OF PART II PLAN

The Part II Plan sets out the main public objectives to be achieved in the three blocks:

Land Use Committee

c711uc88451:114
October 4, 1988

- (a) the preservation of historic buildings and the significant portions of these in a context that integrates and enhances them;
- (b) the redistribution of density to enhance the historic buildings;
- (c) the provision of land to accommodate a significant number of assisted housing units;
- (d) the removal of existing on street loading facilities from Richmond Street and their relocation to off-street and underground locations;
- (e) the creation of major public open spaces significantly larger than can be achieved under current Zoning Bylaw regulations;
- (f) the improvement of existing streets for vehicular circulation and improvements to sidewalks for public enjoyment;
- (g) the provision of mid block pedestrian connections;
- (h) the completion of the north south pedestrian network underground from Scotia Plaza to Simpsons including the construction of the underground tunnel across Bay Street at Queen St.;
- (i) the enhancement of Temperance Street to make it a unique pedestrian oriented street in the Financial District;
- (j) the provision of street related retail on Richmond and Temperance Streets that will enhance their attractiveness for pedestrians;
- (k) the provision of public art under City Council's policy for a contribution of 1% of the gross construction costs of any development;
- (l) development on Yonge Street that will be compatible with the historic scale and rhythms of the street; and;
- (m) the transportation impact of new development will be acceptable.

The Bay-Adelaide project complies with these objectives and the provisions of the proposed Part II Plan, attached as Appendix B. In particular, it should be noted that:

Land Use Committee

c71luc88451:114
October 4, 1988

- a) the applicant proposes to provide land to be conveyed to the City for 561 units of assisted housing;
- b) the historic buildings and significant parts of them are retained and enhanced. The future preservation and restoration of the entire historic Simpsons store including the west portion will be secured as well as portions of 17 Temperance and 45 Richmond Streets;
- c) the new development on the block between Richmond and Temperance Streets provides a new below grade loading facility for Simpsons store that will allow for significant improvements to the Richmond Street facade of Simpsons that include more entrances and show windows.
- d) major publicly accessible open space areas are provided on both the north and south side of Temperance Street, totalling approximately 3252 m2 in size.

The proposed Zoning Bylaw amendment attached in Appendix C implements the provisions of the Part II Plan for the Bay-Adelaide project. It specifically establishes among others, such matters as height and density limits, and sizes and locations of open space areas.

2. BACKGROUND

2.1 The preliminary report on application No. 2034 for the Bay-Adelaide project

This report, adopted by the Land Use Committee on October 7, 1987 described the application and recommended that it be considered within the context of an overall policy framework for redevelopment. The application was circulated for comments and a public meeting was held by the Planning Advisory Committee on November 16, 1987. The minutes of this meeting were attached to the April 11, 1988 report which is discussed below.

2.2 Lane Closing Application

A separate application, No. 2032, has been made to close public lanes within the Bay-Adelaide project lands. While the Land Use Committee held the public meeting on the necessary Official Plan Amendment to close the lane under Section 1.A.46 of the Official Plan (Clause, Report 4 of the Land Use Committee), City Council decided that the required bylaw not be enacted until the Official Plan amendment for the project is before City Council.

Land Use Committee

c711uc88451:114
October 4, 1988

The application has now been revised to increase the areas of open space and walkways and provide new service areas so that the provisions of Section 1A.46 are now met and an Official Plan Amendment in this regard is no longer required.

2.3 Designation of Historic Buildings at 45 Richmond Street West and 17 Temperance Street

City Council on August 8, 1988 (Clause 2 Report 16) designated 45 Richmond and 17 Temperance Streets pursuant to the Ontario Heritage Act. The east part of Simpsons is already designated.

2.4 Approach report: "Part II Official Plan approach for lands in the blocks bounded by Queen Street West, Bay Street, Adelaide Street West and Yonge Street: Application 2034 - Bay-Adelaide Centre", dated April 11, 1988.

This report adopted by City Council on June 13 & 17, 1988 (Cl. 16 Report 15) provided a basis for further considering Application 2034. The report included:

- i) a description of the planning policies and objectives that are particularly relevant to the redevelopment of the three blocks, and the principles on which the proposed Part II Plan should be based;
- ii) a description of the revised development proposal and the appropriate provisions to be included in the Part II Plan and any agreements to be secured pursuant to Section 36 of the Planning Act;
- iii) a brief description of the process for reviewing, approving and implementing the Part II Plan in conjunction with the processing of Application 2034.

This report was forwarded to the Planning Advisory Committee to provide further information for the second Planning Advisory Committee meeting on the Application which was authorized by the Land Use Committee.

The Part II Plan approach recommended a policy framework for the comprehensive redevelopment of the blocks bounded by Queen, Bay, Adelaide and Yonge Streets. Overall public objectives as well as those specifically related to the lands within the blocks are best achieved through a co-ordinated and comprehensive redevelopment of the area. The Part II approach permits a redistribution of density across the three blocks on the basis of up to 12 times non-residential gross floor area.

Land Use Committee

c711uc88451:114
October 4, 1988

This approach will allow the achievement of key Official Plan goals through the specific development application submitted for a majority of the lands within the blocks.

The report recommended that the Part II Plan approach proposed in the report be endorsed, as a way of proceeding with Application 2034 and that the second Planning Advisory Committee public meeting be held to consider this report and the revised application. It further recommended that I be requested to prepare in consultation with the City Solicitor and other civic officials a final report on the Application, including a draft Part II Plan and a draft site specific By-law.

The report also recommended that I report on appropriate implementing agreements, including agreements pursuant to Section 36 of the Planning Act, and that these agreements be approved prior to or in conjunction with the Part II and site specific By-law Amendments.

2.5 Actions of City Council and Land Use Committee

The actions of the Land Use Committee and City Council with respect to the submission of the Approach report and the further reports were as follows:

The Land Use Committee, at its meeting of June 11, 1988:

- "1. Adopted the report (April 11, 1988) from the Commissioner of Planning and Development;
2. Reaffirmed its previous request for a report from the Commissioner of Planning and Development on the following matters:
 - (a) on the difference in total density achieved between a one-lot approach and a three-site approach;
 - (b) on short term measures that could be introduced to eliminate the impact of this project on the transportation system, such as an express bus system in a dedicated lane on Yonge Street;
 - (c) on an approach to improving the mass transportation system, including consideration of the use of the rail corridors for a rapid transit system; and
 - (d) together with the Commissioner of Public Works, on achieving 100% garbage recycling at this project.

Land Use Committee

c711uc88451:114
October 4, 1988

3. Adopted the principle for providing open space and parks space as set out in the report (May 11, 1988) from the Commissioner of Parks and Recreation.
4. Requested that negotiations continue between the Commissioner of Planning and Development, the Commissioner of Parks and Recreation, the Commissioner of Public Works and the developer in light of the objectives regarding open space and parks requirements, and that the Commissioner of Planning and Development and the Commissioner of Parks and Recreation report directly to City Council for its June 13, 1988 meeting on the progress in respect of this matter.
5. Requested that comments on the inadequacy of Section 41 of the Planning Act to meet open space objectives be incorporated in the report being prepared by the Commissioner of Planning and Development, in consultation with the Commissioner of Parks and Recreation, with respect to this Section."

Council at its meeting of June 13 and 17, 1988 took the following actions:

- "1. Concurred in the action taken by the Land Use Committee in its adoption of the report (April 11, 1988) from the Commissioner of Planning and Development;
2. Requested the Commissioner of Planning and Development, in consultation with the Commissioner of Parks and Recreation, and other appropriate officials, to include in his final report the achievement of a minimum of public open space equal to or greater than Option 1 as set out in his report (June 10, 1988);
3. Adopted Recommendation 2 of the report (June 13, 1988) from the Commissioner of Parks and Recreation, and requested that the report requested in this recommendation be submitted to City Council for its meeting on July 11, 1988;
4. Requested that the City immediately seek enacting legislation to enhance Section 41 of the Planning Act in a way that would satisfy the needs for the planning of open space in the core and built-up areas of the City;
5. Requested the City Solicitor to report on legal mechanisms and terminology to ensure that the open space set out in Option 1 of the report (June 10, 1988) from

Land Use Committee

c711nc88451:114
October 4, 1988

the Commissioner of Planning and Development, and any additional open space, will be open to the public."

Council at its meeting of September 6, 1988, took the following actions:

1. Requested the Commissioner of Planning and Development to prepare a Final Report for Bay-Adelaide Part II, including a requirement that a site or sites in the Central Area capable of accommodating 561 units of social housing be conveyed to the City;
2. Established a Committee to identify acceptable sites under recommendation 2 above; said Committee to include Alderman Martin, Councillor Layton, the Chairman of the Land Use Committee, Commissioner of Planning and Development, and the Commissioner of Housing.

Then on October 3, Council adopted recommendations of the joint report, dated September 27, from the Commissioners of Parks and Recreation and Planning and Development with respect to the development of a public park on the Temperance/Richmond block. Council adopted the following motions:

That City Council approve the achievement of a public park as set out in this report on Area A shown on Map 1. (This area is 23,500 sq. ft., with a width of 43.5 m. on Temperance Street and is shown on the drawings attached to this report).

2. That the appropriate officials be directed to take whatever action is necessary so that all matters necessary to secure the achievement of such park are set out in the Final report.

2.6 Second Planning Advisory Committee Public Meeting, July 18, 1988

The minutes of this meeting are attached as Appendix E.

Responses to the issues raised are addressed in this report.

2.7 Status of requests for further reporting by the Land Use Committee and City Council

- (a) Recommendation 2 of the Land Use Committee, June 1, 1988 (Clause 30 of Land Use Committee Report 12) regarding the allowing \$35 million of density rights for 561 units of

Land Use Committee

c711uc88451:114
October 4, 1988

assisted housing and on the possibility of basing the public benefit on the dollar value of the density bonus.

The September 6, 1988, City Council action outlined in Section 2.3 of this report in response to my report entitled "Proposed Assisted Housing Bonus Formula - Bay-Adelaide Part II" were referred to the Sub-committee (of Land Use) to examine guidelines for bonusing for further consideration.

- (b) Further reports on the transportation issues.

These matters are dealt with in Section 7.8 of this report.

- (c) The question of achieving 100% garbage recycling

This matter is dealt with in Section 7.9 of this report.

- (d) The difference in total density achieved between a one-lot or three-lot approach.

My May 16, 1988 report to City Council dealt with this question, noting the additional benefits to be achieved through comprehensive redevelopment.

- (e) Comments on the inadequacy of Section 41 on meeting open space objectives in the report being prepared in Section 41 by the Commissioner of Planning and Development in consultation with the Commissioner of Parks and Recreation.

This report will be submitted to the Land Use and Neighbourhoods Committees in the near future.

3. EXISTING SITE AND SURROUNDINGS (See Map 2)

The redevelopment of this three block area will have a significant impact on the downtown in view of its prominent location, size and significance. The three blocks form the northern part of the Financial District. North of Queen Street lies the high density mixed used area that is predominantly retail, (Eaton's Centre) and institutional in character (old and new City Halls). The Bay Street frontage between Richmond and Adelaide is part of the Bay Street canyon, characterized by older office buildings at densities ranging from 8 to 14 times coverage. The building at 357 Bay St. is listed by City Council as having architectural or historical merit. The Yonge Street frontage contains a mix of

Land Use Committee

c711uc88451:114
October 4, 1988

buildings, but the majority are of a lower scale than other Financial District buildings. Several are listed by City Council. These are small buildings about 4 storeys in height with retail at grade. To the south is the Scotia Plaza block containing the new 68 storey office tower and historic buildings.

The historic 7 and 9 storey Simpsons store, first built in 1894 covers the north block. Existing on the north-west corner of the block is a 31 storey office tower on Bay Street, built in the 1960's. The east half of the Simpsons store designated by City Council forms part of the Bay-Adelaide application. The west portion of the building is not included in the application and is not listed or designated. Although Simpsons Ltd. owns the building and holds a perpetual leasehold interest on this part of the block, under the authority of a Special Act of the Legislature of Ontario, the land on which the west half of the store is situated is owned by the Knox Church.

Most of the interior of the two southern blocks plus a portion of the Yonge Street frontage is owned by the applicant. The area contains surface parking lots, the Simpsons garage, as well as two buildings designated under the Ontario Heritage Act. The "Aikenheads" building located at 17 Temperance is a six storey commercial building designated by E. J. Lennox and built in 1894. 45 Richmond is a 12 storey office building designed by Baldwin and Greene built in 1927-28.

The remainder of the 3 blocks contain low rise commercial buildings.

4. BAY ADELAIDE PROJECT (See Attached Drawings)

The project is located on 18,88.9 sq.m. (202,249 sq.ft.) of lands on all three blocks. The northern block contains the historic Simpsons store which is to be retained and its Richmond Street facade significantly improved with the relocation of the current on-street loading facilities. The middle block will contain a public park of at least 23,50 sq. ft. focusing on Temperance Street as well as a low rise (approximately 10 storey) office building, with retail at grade along both Richmond and Adelaide Streets. It also incorporates the historic 45 Richmond Street building and underground servicing to the Simpsons store. The south block will contain a 57 storey office tower as well as an open space area that surrounds the rebuilt 17 Temperance St. (Aikenheads) and includes north-south mid block walkways.

Land Use Committee

c711uc88451:114

October 4, 1988

The project will include a network of underground pedestrian connections linking the Scotia Plaza project to the Simpsons store. In addition completion of the Bay Street tunnel at Queen St. is included as part of the application.

5. POLICY CONTEXT

Toronto's Official Plan is made up of two components - the Part I Plan which sets out policies to guide the development of the City as a whole; and Part II Plans, which establish development controls and policies for particular sub-areas within the City. As set out in Section 8.3(c) of the Part I Plan, it is the policy of Council that Part II Plans may vary any of the density or other provisions of the Part I Plan in response to local circumstances and based on appropriate local study.

A large number of Part II Plans have been developed for sub-areas within the City. Part II Plans have also been used to establish appropriate site planning controls and land use policies for major redevelopments such as the St. Lawrence neighbourhood, Harbourfront, the Railway Lands, the World Trade Centre and BCE.

5.1 The Part I Official Plan

The Part II Plan should be based on existing Part I policies and provisions, adapted as appropriate to the opportunities presented by a comprehensive development of the block. Part II Plans may vary density or other provisions of the Part I Plan in response to local conditions or specific issues relevant to the Part II area. However, Part II Plans are essentially area-specific elaborations of Part I policies, and therefore should be consistent with the fundamental principles of the Part I.

In the case of the proposed Part II for the Queen, Bay, Adelaide, Yonge blocks the most relevant Part I policies are the following:

- (a) the identification of the Financial District as the most accessible area within the Central Core, and consequently the first priority area for office development (1A.6);
- (b) the promotion of retail uses, particularly at grade level, within the Central Core (A1.14, 1A.16);
- (c) the encouragement of housing in the Financial District while recognizing that Financial District developments

Land Use Committee

c711uc88451:114
October 4, 1988

are not appropriate locations for the implementation of specific housing targets (1A.26);

- (d) the statement of Council's intention to ensure that its assisted housing targets are met (2A.9);
- (e) policies respecting "Physical Form and Amenity", including the designation of Areas of Special Identity; the preservation of heritage buildings; the maintenance of significant views; the provision of public walkways, open spaces and pedestrian amenities; and the improvements of street level micro-climatic conditions, including wind, sun and noise (1A.40 - 1A.49).
- (f) the provision of park land in area shown on Map 7 as a High Priority Area for parks acquisition.

5.2 Section 36 of the Planning Act

Section 36 of the Planning Act allows municipalities to authorize increases in density and height of development in return for meeting specific municipal objectives. This section of the Planning Act has been used to secure appropriate public benefits in other major downtown developments such as BCED and TD.5. and 100 Yonge Street.

Before zoning by-laws to implement Section 36 can be enacted, policies must be included in the Official Plan setting out the objectives the municipality wishes to achieve through density bonuses. Section 36 density incentives are considered an appropriate means for realizing objectives respecting historic preservation and the provision of social housing in relation to the redevelopment of the three blocks.

Specific bonuses to encourage the provision of public benefits in these categories are consistent with the general guidelines identified in my current study of policy options to promote private sector involvement in assisted housing and general policies for the use of Section 36 incentives. These general guidelines have been further elaborated on in various reports that are currently under consideration by a sub-committee of the Land Use Committee established by City Council.

My November 26, 1987 report entitled "Assisted Housing: Options for Private Sector Involvement and Section 36 Guidelines", dealt specifically with the matter of a policy regarding a bonus for social housing as it applies to the Financial District. My June 6, 1988 report, entitled "Further Report on Guidelines for Bonusing Pursuant to Section 36 of

Land Use Committee

c711uc88451:114
October 4, 1988

the Planning Act" recommends that Council adopt guidelines which I had previously proposed in my November 26, 1987 report, as well as additional guidelines that resulted from more detailed consideration of the issues involved in bonusing for specific facilities, services and matters.

The Part II Plan for these blocks will recommend increases in height and density in return for the provision of land for 561 units of social housing, consistent with the guidelines. Further, this is consistent with City Council's actions of September 6, 1988, regarding the provision of assisted housing in conjunction with this project as noted in Section 2.6 of this report.

As discussed elsewhere in this report, other matters, including the provision of public art, the removal of on-street loading facilities on Richmond St. the provision of large open spaces, the completion of the Bay St. tunnel, and off-site improvements and other amenities proposed by the applicant of the Bay-Adelaide project, although not specifically attributed a density bonus, will be secured through a Section 36 agreement. These matters are appropriate in the general consideration of the overall density for the blocks.

5.3 Other Issues

The Part II Official Plan defines appropriate policies for a parcel of land or specific area within the City, that should apply irrespective of a particular ownership structure or development proposal. Therefore, the Part II Plan has been formulated so as to continue to be relevant if the development currently proposed for the block is substantially revised or a new proposal is put forward as well as to guide future development of parcels not included as part of application 2034.

The maximum development potential permitted by the Part II Plan should be appropriate in terms of anticipated built form and satisfactory in terms of its impact on transportation and other service systems. In any event, the maximum non-residential density should not exceed 12 times the area of the block, and the total development potential, (non-residential and residential) should not exceed that permitted by the Part I Plan.

Land Use Committee

c711uc88451:114
October 4, 1988

6. COMMENTS FROM CIVIC OFFICIALS

Comments of civic officials on the Bay-Adelaide application and its revisions are included in Appendix D. The comments of the Commissioner of Buildings and Inspections are considered in the recommendations for the Zoning Bylaw amendment for the project.

The Toronto Historical Board has been involved on a continuing basis with respect to the preservation of buildings on the Bay-Adelaide site. The Board concurs with the proposed approach towards the preservation and incorporation of the historic buildings into the new development. The comments of the Commissioner of Public Works address transportation issues, discussed in Section 7.8 of this report, as well as the parking and loading and refuse handling arrangements for the project. His recommendations with respect to the latter will be reflected either in the Zoning Bylaw amendment or included in the development agreement for the project, which will be subject of a further report.

The Metropolitan Commissioner of Planning states that approval of the project (i.e. Bay-Adelaide Centre) should be consistent with an overall bonusing policy adopted by City Council for incorporation into the Official Plan. The Part II Plan proposes a policy framework that has two main components as it applies to the Bay-Adelaide project: a) the historic density exemption as set out in Section 1A.42 of the Official Plan; and b) the policy regarding a bonus for social housing as described in my November 26, 1987 report, "Assisted Housing: Options for Private Sector involvement and Section 36 Guidelines". This policy has been further elaborated in various reports now before City Council. City Council has also approved other development proposals in the Financial District; (BCED, 100 Yonge Street) on the basis of the same social housing bonus policy. Thus the bonus recommended for social housing in this instance is consistent with an overall policy framework for the Financial District currently under consideration by City Council.

The Metropolitan Commissioner of Planning has also stated that, in regard to transportation matters, there is a need to improve the Central Area Monitoring Programme and related modelling capability. This and other transportation matters are discussed in detail in Section 7.8 of this report.

The Commissioner of Parks and Recreation in his review of the Bay Adelaide application raised a number of issues specifically centering on the amount of park space to be

Land Use Committee

c711uc88451:114
October 4, 1988

provided. A considerable amount of discussion and debate with respect to this matter has resulted in a number of issues being raised. These are discussed in Section 7.52 of this report. The Commissioner, I am advised, will be reporting further on these matters.

7. PROPOSED PART II OFFICIAL PLAN

7.1 Comprehensive Plan

The Part II Plan applies to all the lands contained within the three blocks bounded by Yonge, Queen, Bay and Adelaide Streets as described in the April Approach report adopted by City Council. The basic premise of the Plan is to achieve public objectives through the comprehensive redevelopment of the block, rather than on a single site by site basis. These objectives include: the retention of historic buildings in an appropriate context, the relocation of on street loading to off street and underground locations, massing arrangements to enhance historic buildings, continuous pedestrian mid block connections at and below grade, comprehensive sidewalk improvements, the coordination of vehicular access arrangements, and the achievement of substantial areas of public open space.

The Part II Plan encourages comprehensive redevelopment by permitting the application lands of the Bay-Adelaide project to be considered as a single lot for the purposes of calculating and redistributing density. The impact of the land in the three blocks being considered as one lot was dealt with in my report dated May 16, 1988 to the Land Use Committee. The key point is that smaller single lot development would provide significantly fewer benefits to the City than if all the lands were considered on a comprehensive basis.

7.2 Historical Buildings

The preservation of historical buildings and their appropriate incorporation into the comprehensive redevelopment of the lands is a major objective of the Part I Plan whether or not the building is now threatened by demolition. Section 1A.42(b) of the Part I Plan does not allow City Council discretion in granting density exemptions in recognition of the importance of a clear incentive for historic preservation. The Part II Plan provides for this objective as well as for the means to achieve it.

Land Use Committee

c711uc88451:114
October 4, 1988

Historic buildings existing within the three block area are described in Sections 3 and 4 of this report.

The proposals below have been developed in consultation with staff of the Toronto Historical Board and are acceptable to the Board.

The significant portions of 45 Richmond St. will be preserved and incorporated into the new office building proposed on the south side of Richmond St. Approximately forty feet of the north bays of this building will be retained and restored in site. The south bays will be removed and a new south wall, enclosing the north portion of the building will be constructed with compatible finish, fenestration and details to indicate its original integrity as well as being a part of the new development to the east.

The facade of the Aikenhead's building (17 Temperance St.) will be preserved and moved to a new location approximately 120 feet to the east on the site where it will form part of a new structure that will contain office and retail uses. The east and west walls and the new south wall where required will be reconstructed to a depth of about forty feet from the street face and new windows will match those in the upper part of the existing west wall. The shopfront in the new location will be restored to the original design, in accordance with photographic documentation, and the existing upper part of the front wall will be restored. All new floors will be reconstructed to existing levels. A landscaped open space area will surround this building which allows the historic facade with new construction to stand on its own as part of this comprehensive development.

The east part of the Simpsons store is already designated. Removing the loading bays will provide the opportunity to significantly improve the Richmond Street facade. Details of the changes are developed in consultation with the Toronto Historical Board.

The applicant is proposing that the historical west part of the Simpsons building (not part of the application) also be preserved and restored although no density exemption is attributed to this part of the Simpsons block. Securing the west half of the block through a Heritage Easement Agreement cannot be achieved due to the fact that the applicant does not own the land but only owns the building. Section 36 agreement will provide for its preservation in perpetuity. The significant parts of 45 Richmond and 17 Temperance will be secured under a Heritage Easement Agreement as well as the

Land Use Committee

c71luc88451:114
October 4, 1988

east part of Simpsons store. Further the Section 36 Agreement will include specific provisions with respect to preservation.

7.3 Assisted or Social Housing

The Part II Plan provides for a bonus of up to 2 times the area of any lot in exchange for the provision of social housing at a rate of land for one unit of social housing for every 56m² of bonus floor area. This is in accordance with the proposed policy outlined in the report entitled "Private Sector Involvement and Section 36 Guidelines".

The Official Plan identifies the Financial District as a priority area for office space and explicitly states that the District's not to be relied upon to contribute towards fulfilling housing targets of the Plan. Assisted housing is considered to be one of the most important priorities of the City and a key goal of the Part I Plan and encourages the provision of such housing throughout the Central Area, except for the Financial District.

My proposed policy on Section 36 bonusing and social housing states that where appropriate conditions exist for the awarding of additional commercial density in the context of comprehensive development, undertaken through a Part II amendment, that additional density may be awarded in return for a major contribution towards the provision of assisted or social housing.

The proposed general policy provides that this contribution, although ideally should be provided on-site, can be provided off-site within the Central Area. It can take the form of land to be conveyed to the City for the provision of a certain number of units in return, for density not to exceed 2 times the site or an equivalent cash contribution based on an appropriate recommended formula.

Although the proposed policy allows a cash alternative to be provided in lieu of land, City Council on September 6, 1988, adopted a recommendation stating that the preferred alternative for this application was land. The applicant of the Bay-Adelaide project will provide land to be conveyed to the City for 561 units of assisted housing to be secured through a Section 36 Agreement in exchange for an additional 31,400 m² (338,000 ft²) of commercial floor area.

In previous applications involving the provision of land for social housing I have recommended on the advice of the City Solicitor, that the land be conveyed to the City prior to the

Land Use Committee

c711uc88451:114
October 4, 1988

introduction of the Bills. Consistent with this approach, the Section 36 Agreement will provide that the land will be conveyed to the City prior to the introduction of the Bills. To date a specific site has not been identified for inclusion in this report. I will be reporting further to the Land Use Committee on the matter.

7.4 Servicing

One of the major public benefits achieved through comprehensive redevelopment is the opportunity to relocate current on-street loading facilities that service existing buildings that cannot otherwise provide this loading off the street. The relocation of this servicing meets goals of improving traffic circulation in the Financial District as well as substantially improving the pedestrian environment on Richmond and Bay Streets. In particular, existing on-street loading to service the Simpsons store significantly impedes vehicular circulation of Richmond Street.

The Part II Plan will provide that a below grade loading facility for the Simpsons store will be provided in the new development proposed in the block between Richmond Streets with a tunnel access back to the store. Removal of on-street loading facilities from Richmond Street will allow improvements to be made to the facade of Simpsons that include a new store entrance and the replacement of new display windows.

Provision is also made in the Part II Plan for underground service connections on the Bay-Adelaide site than can accommodate the loading requirements of the existing buildings on Bay Street, not currently part of the Bay-Adelaide application.

The Yonge and Temperance Street properties in the Part II Plan are currently serviced by rear lanes. Servicing for those properties on Yonge Street between Richmond and Temperance Streets will be retained. For those properties on the south block loading will occur off street via an open space area that surround the Aikenhead's building that has access from Temperance Street.

7.5 Form of Development

The objectives of the Part II Plan with respect to the form of development include the following:

Land Use Committee

c711uc88451:114
October 4, 1988

- a) to respect and enhance the scale and character of historic buildings;
- b) to respect the lower scale and character of Yonge St.;
- c) to continue the canyon effect on Bay St.;
- d) to locate the tallest buildings on the lands south of Temperance St.;
- e) to provide an acceptable pedestrian level scale and interest at grade;
- f) to ensure appropriate conditions are met with respect to wind and shadow.

The comprehensive approach to development of these blocks results in development that reflects the above-noted objectives. Appropriate height limits will provide a transition in scale from the highrise commercial buildings situated south of the Part II lands to the lower scale Simpsons building situated at the north of the site. Higher commercial buildings will be concentrated towards Bay St. while lower scale buildings will be encouraged along Yonge Street.

All new buildings and public spaces are to be designed in a manner in keeping with the historic buildings. This issue addressed in consultation with the Toronto Historical Board will be further reported on at the time of development review for the Bay-Adelaide lands.

Sun/shadow and wind studies have been undertaken for the Bay-Adelaide project. The question of shadowing on Nathan Phillips Square has been evaluated as any shadowing on the Square should be minimized. The results of the study indicate that the shadow cast by the proposed 57 storey Bay-Adelaide tower falls on Nathan Phillips Square at a few select times during the year during the morning hours and never during the noon hour. The only shadowing occurs during two months, September and March, and only between the hours of 9:30 and 11:00 a.m. The remaining ten months there is no measurable shadow increase on the Square. In order to totally eliminate this additional shadow the proposed 57 storey tower would have to be reduced by 19 storeys.

Land Use Committee

c711uc88451:114
October 4, 1988

7.5.1 Views

Significant views are important in determining an appropriate development for the block. The most significant views are from outside the blocks and include the view from Trinity Square Park south through St. James Street. This view will be terminated by the proposed 57 storey tower. In addition, revisions to the siting of the tower have enabled the preservation of the view from Nathan Phillips Square of the slot of sky situated between the Simpsons tower and the proposed office tower.

7.5.2 Pedestrian Environment and Open Space

Pedestrian Environment

The opportunity for comprehensive development also facilitates the achievement of a high quality pedestrian environment and large aggregated open space areas within the three blocks. A key consideration in the redevelopment of the block is the creation of an interesting and varied pedestrian environment along public streets, walkways and open spaces throughout the block. Temperance Street is an important east-west pedestrian route that connects two major streets and links the area east of Yonge through the "Arcade" building to Victoria St.

Development on the blocks has been designed to focus mainly on Temperance Street. The Part II Plan will provide that a lively and animated pedestrian environment be created for this street by orienting open space areas within the development to Temperance St. The proposed development also includes special paving, pedestrian scale lighting and other such treatments on Temperance St. to meet this objective.

North-south pedestrian connections that bisect the blocks to create links to the Simpsons store are encouraged, as well as similar below grade mid block connections. These below grade connections will result in the continuous underground network from the Eaton's Centre eventually south to Union Station. The underground connections will be designed to be easy to follow and have clear linkages to the street level system. To provide orientation for underground users, these tunnels, wherever possible, should also have visual connections to above grade uses.

In order to further enhance the pedestrian environment at street level, a large proportion of grade-level floor space along Temperance and Richmond Streets will be used for retail

Land Use Committee

c711uc88451:114
October 4, 1988

purposes, thereby creating a more engaging and lively experience for pedestrians.

The improvements proposed to the south facade of the Simpsons store will also enhance the pedestrian environment. The removal of on street loading facilities provides the opportunity to create more storefront windows and entrances into the store.

The Part II Plan will provide that pedestrian routes should be carefully designed for ease of access and use. In some instances they should be sheltered from the elements by covered arcades or climate controlled enclosures. Specifically, the north-south mid-block walkway between Adelaide and Temperance Streets will be covered.

An existing overhead pedestrian bridge currently links the Simpsons store to the parking garage situated on the south side of Richmond St. While generally such bridges over streets are now discouraged, the replacement of this bridge is acceptable provided that its design and relationship to the historic Simpsons building and the new development is acceptable.

Open Space

It is the objective of the Official Plan to increase the amount of open space adjacent to pedestrian areas in conjunction with new development in the Central Area.

The applicant proposes to provide two large open space areas on the north and south sides of Temperance St. as shown on Map 11. The purpose of these spaces is to provide opportunities for the people who work and live in the immediate vicinity to experience an animated public space that is dynamic and interesting year round.

One space situated on the south side of Temperance St., approximately 882 m² (9,500 ft.²) in size, will surround the rebuilt historic Aikenhead's facade. Part of this space will be used as a service route as well as a hard surface outdoor open space.

It is proposed that a public park area of approximately 2183 m² (23,500 sq.ft.) with minimum dimensions of 43.5 m wide on Temperance St. and 53.6 m measured north from Temperance St. be situated on the north side of Temperance St. This space will be designed so as to moderate winter wind conditions, maximize sun and extend the use of the space through the spring and fall shoulder seasons. The most appropriate design

Land Use Committee

c711uc88451:114
October 4, 1988

for the space proposed on the north side of Temperance Street, should be determined through a public design competition that will involve various city officials and the public. Matters such as the animation of Richmond Street, year round use and provision of amenities for the public including refreshments and/or restaurants can be addressed in the design of the park.

The total amount of common open space provided for the Bay-Adelaide project exceeds the requirements of the Zoning By-law by 2028 sq.m. (21,829 ft.²). In addition, an area equivalent to 2% of the lands proposed for redevelopment, as set out in Section 41 of the Planning Act, has been provided as has land equal to the area of the lanes that are proposed to be closed has also been included (approximately 380.9 m² (4100 sq.ft.)) as open space.

The approach proposed in this Part II Plan is to secure high quality open space areas as a public park but not necessarily to be conveyed to the City. City Council at its meeting of June 15 and 17, 1988 requested the City Solicitor to report on the appropriate methods to secure public access to these lands without the conveyance of these lands to the City. This approach was used in the BCED development where full public accessibility was secured through a Section 36 Agreement. An alternative form of security may include a long term lease of the lands to the City. The City Solicitor shall report further on the appropriate mechanism to secure these lands. No specific density bonus is provided in return for securing the space. In my opinion this approach is appropriate for an urban public space which is integral to the surrounding development. The lease and/or appropriate agreement will address matters that relate to public accessibility, costs, timing and provision of financial security by the applicant for park improvements.

7.6 Tunnel Connections

It is an objective of the Official Plan to encourage the provision of pedestrian walkways providing access to public transit. The Bay-Adelaide project proposes underground tunnel connections, to be secured through a Section 36 Agreement that would provide access to the Queen and King Street subway stations. Underground connections from the Simpsons store south beneath Richmond Street through Temperance St. and continuing south beneath Adelaide Street to Scotia Plaza are proposed. (See Map 6)

A further link across Bay St. at Queen St. is proposed to be included as part of the Bay-Adelaide development. This has

Land Use Committee

c7 luc88451:114
October 4, 1988

long been identified by the City as a strategic link to the underground network completing the north-south underground pedestrian system originally promoted by the City west of Bay St. and also providing for a continuous link to the subway system at Queen and Yonge Streets. With the development of the Bay-Adelaide project, it will also link the north-south underground system west of Bay Street that eventually links to Union Station.

While the Part II Plan does not provide a bonus for the provision of these below-grade connections, these connections will be secured through an appropriate agreement, providing for the construction and completion of the Bay Street link prior to the occupancy of any commercial development on the Bay-Adelaide lands. The agreement will provide that the remaining connections will be built prior to the occupancy of each of the individual office towers. Alternatively, the agreements will provide an appropriate form of security to ensure the timely completion of all tunnel connections. The agreement will also provide that directional signage will be erected in the tunnels and throughout the development lands and Simpsons store and shall be consistent in the way-finding system currently under review by my Department.

7.7 Public Art .

City Council's policy requiring major private developments to contribute to public art should be applied to development in the 3 blocks. The three key objectives of this policy are:

- a) that the public art be of excellent quality;
- b) that the public art be located in spaces that are clearly visible and accessible to the public; and
- c) that the City has a means of securing that the 1% budget is spent on the public art program.

The Part II Plan will set out the objectives for the application of the policy to the area. The Section 36 Agreement for the Bay-Adelaide project will include the detailed requirements for the public art program as described in Section 10.6 of this report.

Land Use Committee

c711uc88451:114
October 4, 1988

7.8 Transportation Assessment

7.8.1. Consultant Study

A detailed transportation study was required as part of this application for increased commercial density over present Official Plan density limits. The applicant retained the B-A Consulting Group Limited to undertake the study and their findings are outlined in a report entitled, "Bay-Adelaide Centre, Toronto - Transportation Impact Analysis" dated March, 1988. The report comprises a Summary Report and two Technical Appendices.

The consultant report, which has been reviewed by City and Metro staff, assessed the transportation impacts of the Bay-Adelaide Centre proposal at both the local and regional scale. The consultant report, however, was based on proposed levels of new office and retail space which have since been revised. The amount of new office space has been increased from 1,740,000 to 1,827,000 square feet of gross floor area and the amount of new ancillary retail uses has been decreased from 220,300 to 138,300 square feet of gross floor area. The parking garage has also been redesigned to provide 918 parking spaces, including nine courier parking spaces.

The following discussion provides a description of my review of the transportation impacts of the project, as outlined in the consultant report. My review, however, is based on the proposed floor areas submitted in the current application and, therefore, some figures presented in this report will differ slightly from the figures contained in the consultant's transportation report. This report also addresses the concerns expressed by other departments.

7.8.2 Method of Analysis

The impact of the Bay-Adelaide Centre on the transportation system was assessed by the Consultant using a "marginal transportation analysis". This method provides an estimate of the number of trips generated by the development during the a.m. and p.m. peak hour by applying the appropriate values for floor area per worker, absenteeism, and vacancy rates to the proposed floor areas to provide an estimate of the daily employee attendance figure. Then, by applying estimates of modal split, peaking characteristics and vehicle occupancy, projections of the peak hour trip volumes are derived.

The estimated peak-hour trip volumes were added to the existing volumes on the road and transit networks based on

Land Use Committee

c711uc88451:114
October 4, 1988

journey-to-work and place-of-residence data to determine the future aggregate volumes. In addition to the trips generated by this project, the trips generated by 21 other developments in the Central Area which are either proposed, committed or underconstruction were estimated in a similar manner and added to the road and transit networks to produce total future volumes.

In my June 30, 1988 report to the Land Use Committee regarding future Central Area office development levels, I outlined the difficulties in forecasting future travel demand in the Central Area using this marginal analysis approach. As highlighted by the comparison of the actual versus the forecasted trip increases into the Central Area for the period 1981 to 1987, the marginal approach over-estimates the cumulative peak hour travel demand of the total Central Area development. During that period, the number of peak hour person trips increased by 4,250 which is 26% of the 16,092 that would have been estimated using the marginal approach. One reason for this disparity is that the marginal approach does not account for the travel demand or characteristics associated with the existing developments in the Central Area such as floor space per worker, peak spreading, full-time versus part-time employment, and other factors which are continually changing. Nevertheless, without a more sophisticated Central Area model to simulate these changing travel patterns, the marginal approach provides the best indication of the impact of individual new development on the transportation networks. However, it should be recognized that because this approach overestimates travel demand, the analysis contained in the consultant report reflects worst case conditions.

7.8.3 Local Traffic Impacts

Although the marginal analysis approach over-estimates the cumulative travel demand to the Central Area, as outlined above, it does provide a relatively good indication of the impact of the development on the road network in the immediate vicinity of the site. The consultant's review of the local traffic impact of the development consisted of an analysis of the intersections bounding the site, namely Yonge Street and Bay Street at Richmond Street West, Temperance Street and Adelaide Street West.

Using the appropriate values for floor area per worker, absenteeism and vacancy, it is estimated that the Bay-Adelaide Centre will employ an additional 4,980 office employees and 130 retail employees on a daily basis. These employees would

Land Use Committee

c711uc88451:114
October 4, 1988

generate a maximum of 2,840 office trips (of which only 270 are attributable to the office floor area being applied for above current Official Plan, zoning and Historic Bonus levels) and 75 retail trips during the peak hour.

Automobile person trips generated by the office component of the project are estimated to be 20 percent (570 person trips) of the total office-person trips. This will result in 440 vehicle trips of which 45 vehicle trips are attributable to the additional office development rights for which planning permission is currently being sought. The retail component will generate an additional 10 person trips by auto (17 percent of the total retail person trips) or approximately five vehicle trips during the peak hour. The 445 total peak hour vehicle trips generated by this level of development is only 10 vehicles more than the vehicle trips generated by the level of development on which the consultant's traffic report was based.

The consultant's analysis of the traffic operations at the intersections bounding the Bay-Adelaide Centre was undertaken for two scenarios. One scenario assessed the impact of simply adding the new site traffic generated by the 918-space parking garage to be constructed as part of this project, plus the traffic generated by the additional 21 potential developments in the Central Area, to the existing traffic volumes. The second scenario is similar to the first except that the traffic volumes associated with the existing parking facilities on-site (approximately 800 spaces, including 625 located in the Simpsons parking garage) which would be eliminated upon redevelopment of the site, were subtracted from the existing traffic volumes at the adjacent intersections. This scenario more accurately reflects the level of traffic anticipated on the streets bounding the site, while the first scenario represents the worst case conditions.

The results of the consultant's analysis indicate that for even the worst case scenario, the intersections in the vicinity of the site will continue to operate at acceptable levels of service when traffic from the Bay-Adelaide Centre and the 21 other potential developments are added to the existing volumes. The traffic volumes approaching the intersections increase by as much as five percent, yet some of this is attributed to the redistribution of traffic in the vicinity of the site which may result due to the new site access system being proposed, as opposed to actual increases in traffic.

Land Use Committee

c711uc88451:114
October 4, 1988

In summary, I agree with the consultant's conclusion that the net new traffic generated by the development of the Bay-Adelaide Centre and the other 21 developments can be readily accommodated by the existing local public street network serving the subject site, even though the consultant's report was based on slightly different floor areas.

7.8.4 Regional Traffic Impact

As outlined above the traffic generated by the Bay-Adelaide Centre plus traffic generated by 21 other Central Area developments were assigned to the area road network. It was estimated that the 21 developments would add 2,770 vehicle trips to the road network in the peak direction during the peak hour. Metro staff were principally concerned in their review of the Bay-Adelaide Centre with the transportation impacts of this development on the regional road system. Consequently, the consultant assessed the operations of 14 major intersections in the Central Area in addition to the intersections bounding the site and also the ramps on and off the Don Valley Parkway and the Gardiner Expressway.

The results of the analysis indicate that congestion will occur at several locations, based on the marginal analysis approach which reflects worst case conditions. These potential traffic problems can be attributed only in small part to the traffic generated by the Bay-Adelaide Centre and even less to the additional density being sought by the applicant. Furthermore, the 21 additional developments included in the consultant report represent approximately 15 years of future office growth at current absorption rates. Nevertheless, as this new office space is constructed and occupied, increases in traffic congestion will be experienced. Although a complete breakdown of roadway operations will not occur, a strengthened City commitment to a number of major transportation proposals to improve overall access to the entire Central Area, as outlined in the 1987 Central Area Monitoring Program (CAMP), is required. With respect to improvements to the roadway network, the Front Street Extension and the Gardiner Expressway Widening will help to improve regional access as well as alleviate congestion at several key Central Area intersections and ramps.

Metro staff have also identified in their review of the Bay-Adelaide Centre other road improvements which would ease the cumulative impacts of approved development in the Central Area. These include a widening of York Street between Front Street and Lakeshore Boulevard, construction of additional turn lanes on Jarvis Street at Richmond and Adelaide Streets

and the implementation of the Yonge-Bay one-way system. Subject to the development of acceptable designs, I support the proposals for additional turn lanes on Jarvis Street. At present, the YongeBay one-way proposal is on hold pending the outcome of further studies.

Metro staff also identified a need to improve the Central Area Monitoring Programme, although no specific recommendations were suggested. I concur with the recommendation of the Commissioner of Public Works in his April 11, 1988 review of the Bay-Adelaide Centre that upon occupation of the Scotia Plaza, BCE Place and the Bay-Adelaide Centre, special employer/employee surveys of the buildings be undertaken as part of the Central Area Monitoring Programme. These surveys would identify the actual travel characteristics of the workers in these new buildings and enable comparisons to be drawn between predicted and actual trip behaviour. Such comparisons may draw attention to areas where improvements or changes to the current set of standard parameters used in Central Area trip predictions should be made. In addition, I recommend that City and Metro staffs should initiate a study to develop a comprehensive computer-based model which simulates travel demand to the Central Area.

In summary, I conclude that the regional road network can adequately accommodate the traffic generated by the Bay-Adelaide Centre, although some congestion is anticipated especially as the construction and occupation of the other 21 developments proceed. However, the congestion that occurs at specific locations, particularly at the boundary of the Central Area, cannot be attributed solely to the Bay-Adelaide Centre nor to any particular one of the other 21 developments included in the assessment. Furthermore, the potential problems at many of these locations may be alleviated with the construction of the major transportation proposals outlined in the CAMP report, particularly, as noted in this report, the Front Street Extension and the widening of the Gardiner Expressway.

7.8.5 Site Access

Access to the on-site parking garage is proposed at two locations: one on Richmond Street West approximately 46 metres west of Yonge Street and a second on Adelaide Street West approximately 52 metres west of Yonge Street. Because of the one-way operation of these streets, these access driveways are designed as "English Style" ramps (the entrance lane is to the left of the exit lane as you enter the parking facility) in order to eliminate the turning movement conflicts between

Land Use Committee

c711uc88451:114
October 4, 1988

vehicles entering and exiting the garage. Given this access design and the estimated peak volumes entering and exiting the facility, I concur with the Commissioner of Public Works in his April 11, 1988 review of this development that the site access locations will operate efficiently and will have minimal impact on the operation of Richmond and Adelaide Streets and at the intersection of these streets with Bay and Yonge Streets.

Service access to the site will also be provided from Richmond Street West. All loading/unloading activity will be accommodated off-street including the servicing of courier vehicles. This will be a significant improvement over existing conditions since all servicing for the Simpsons store currently takes place on Richmond Street. Consequently, I am satisfied with the adequacy of the site access arrangements.

7.8.6 Parking and Loading

The parking and loading facilities proposed for the Bay-Adelaide Centre will be provided in accordance with the requirements of the City's Zoning By-Law. The Commissioner of Public Works has indicated in his letter to me dated August 23, 1988 that the proposed parking supply and service connections from the main truck court are satisfactory and in his earlier letter of April 18, 1988, it is confirmed that the proposed supply and layout of the loading facilities are also satisfactory. These letters are attached in Appendix D.

7.8.7 Public Transit Impacts

The Bay-Adelaide Centre is conveniently situated with respect to the TTC and GO Transit networks and, consequently, a high degree of transit use by employees of this development is anticipated. The expected transit ridership generated by this project during the peak hour is estimated to be 1,335 by TTC subway, 225 by TTC surface routes and 570 by GO Transit. These riders, plus the anticipated ridership generated by the other 21 Central Area developments, were assigned to the transit networks based on journey-to-work and place-of-residence data. Analysis indicates that these additional riders, when added to existing ridership levels, can be accommodated by the existing TTC subway and surface routes and the GO Transit services to the Central Area. The GO Transit Lakeshore West route may begin to experience some congestion, but given the incremental service improvements proposed by GO Transit, such as the two additional peak period trains on the Milton Line, adequate service capacity should be available.

Land Use Committee

c711uc88451:114
October 4, 1988

In Clause 16 of Report No. 15 of the Land Use Committee with respect to the Bay Adelaide Application, which was amended and adopted by City Council at its meeting held on June 13 and 17, 1988, I was asked to report, among other things, on the following matters:

1. On short term measures that could be introduced to eliminate the impact of this project on the transportation system, such as an express bus system in a dedicated lane on Yonge Street, and,
2. On an approach to improving the mass transportation system, including consideration of the use of the rail corridors for a rapid transit system.

With respect to the first issue, the TTC has recently introduced express bus service from the Flemingdon Park area (Don Mills Road and Eglinton Avenue) and the Rosedale Area to the downtown area for a premium fare. These services are provided during the a.m. and p.m. peak hours. Morning buses drop passengers off along Richmond Street West at several stops including Yonge Street and Bay Street. In the afternoon, passengers are picked up along Adelaide Street at several stops including Bay Street and Yonge Street for the return trip home. This service, although implemented on an experimental basis, would provide excellent service for the Bay-Adelaide Centre and may attract some of the riders currently using the Yonge Subway line. Also, if successful, this type of express service can be expanded to serve other residential areas in Metropolitan Toronto.

I have briefly examined the possibility of implementing exclusive bus lanes on Yonge Street as a short term measure for minimizing the impact of this development on the transportation system. Exclusive bus lanes, which usually require minor re-striping and re-signing, exempts transit vehicles from the delays caused by general traffic congestion, thereby lowering average travel times and increasing transit reliability. Currently, the Yonge bus (Downtown - Route 27) does not operate during the a.m. peak period and operates only two buses per hour during the p.m. peak period. Clearly, this current level of service, which is based on existing demands, does not justify the introduction of exclusive bus lanes and it is difficult to ascertain whether additional bus service in exclusive lanes on Yonge Street would increase its attractiveness as a commuter route. Instead, a more logical arterial on which to consider the implementation of exclusive transit lanes is Bay Street. Given the existing peak hour passenger volumes on the Bay Street trolley (in excess of

Land Use Committee

c711uc88451:114
October 4, 1988

2,300 passengers in the peak southbound direction at Bloor Street during the a.m. peak hour), and the peak automobile volumes (less than 700 vehicles southbound at Bloor Street during the a.m. peak hour), the implementation of exclusive bus lanes may be warranted. However, further study would be required to determine the operational feasibility of such a proposal and its impact on traffic operations (particularly at intersections), parking and pedestrians.

Another possible measure to reduce the impact of this development on the transportation system would be to implement a transit priority strategy. Metro Roads and Traffic recently completed a three-phase study which included the testing of a transit based signal pre-emption system (transit-vehicle actuated signals) on selected transit routes of which the Queen streetcar was one of the routes tested. The study recommended that the transit priority strategies appear viable and that more comprehensive testing for streetcar operations and buses be undertaken. If implemented, these strategies would clearly improve transit service for the Bay-Adelaide Centre possibly resulting in higher utilization of the surface transit routes in the Central Area which have experienced a gradual decline in ridership in recent years.

The TTC has recently released a proposal to improve the mass transportation system by reducing headways on the Yonge/University/Spadina subway line. The Province has indicated that it will provide financial support for the first stage of this proposal, which the TTC recommends would be implemented in three phases. The first phase would provide an increase in capacity by 2,400 passengers per hour per direction (pphpd) by modifying the signal system and operating procedures. The second phase would further increase the capacity by 2,400 pphpd by modifying the Yonge/Bloor station to provide three platforms, constructing a new terminal beyond the Finch Station and further signal system modifications. The third phase would provide additional subway capacity of 9,600 pphpd by replacing the existing signal system with a new system that provides Automatic Train Control and constructing a new terminal beyond Wilson Station. New trains and crews are required with each of these phases as well as other operational modifications. The second and third phases involve considerable capital costs (in the neighbourhood of \$350 million) and, if pursued, would be seen as an alternative to the Downtown Rapid Transit (DRT) line.

In terms of considering the use of existing rail corridors for a rapid transit system, this strategy remains as a possible longterm option. Currently, these rail right-of-ways are

Land Use Committee

c711uc88451:114
October 4, 1988

under the control of the major railways, CN and CP, whose prime responsibilities are for the movement of freight traffic. Under present conditions, GO Transit has to periodically negotiate with the railways the terms and conditions under which it may operate its passenger services along the CN and CP rail corridors. It appears that changes at the Federal level are required to give greater priority to the use of existing rail corridors for passenger movements. At its meeting of July 5, 1988, the Council of Metropolitan Toronto, when considering the "Northwest Metro Transportation Study" report adopted, among other things, the recommendation that:

"The Metropolitan Solicitor and the Commissioner of Planning be requested to submit a joint report to the Transportation Committee on possible means by which a greater priority could be given to the use of existing rail corridors for rail passenger purposes in order to facilitate the expansion and integration of GO Transit and Toronto Transit Commission rapid transit services."

The findings of this report, when they become available, should provide a useful first-step in deciding how to pursue this issue of using existing rail corridors for rapid transit services to serve both the Central Area and other parts of the larger Metro Region.

7.8.8 Pedestrian Access

The proposed pedestrian concourse for this development, together with the connections which are currently under construction as part of Scotia Plaza and BCE Place, will complete the north-south underground pedestrian route on the east side of Bay Street between the Atrium on Bay (on the north side of Dundas Street) and Union Station. Connections will also be constructed to provide direct access from this development to both the Queen and King Stations on the Yonge Subway line. I agree with the consultant's conclusion that these connections and the stairwells to the stations will have sufficient capacity to accommodate the estimated pedestrian volumes and will complete the important missing links in the downtown underground pedestrian network.

7.9 Waste Management

On June 1, 1988 the Land Use Committee, requested that I report, in consultation with the Commissioner of Public Works on achieving 100% garbage recycling for the Bay-Adelaide project. The applicant submitted a study on recycling and

Land Use Committee

c711uc88451:114
October 4, 1988

solid waste management alternatives for the project. The findings of the study indicate that the project will consist of retail and office space generating a large weekly volume of garbage (931 cubic yards). Corrugated cardboard, paper, glass, metal cans and mixed plastics will make up a significant portion of the waste. Based on the assumptions of the study it appears that about 47% of the waste will be recyclable. It is therefore recommended and included in the Part II Plan that the applicant provide the necessary provisions for recovery of materials and that sufficient space be provided to effectively carry out a waste management and material recovery program for the development, including the provision of separate accommodation for the recovery, safe storage and disposal of hazardous waste.

7.10 Density

The provisions of the Part I Official Plan will continue to apply to the block except where they are in conflict with the proposed Part II Plan. Development in accordance with the existing Zoning By-law would therefore be permitted by the Part II Plan should the owner not wish to use the bonus provisions.

The total non-residential density permitted on the area identified on Map 1 shown as Parcels A, B and C with the exception of areas used for designated public walkways, should not exceed 12 times the area of the block. In my opinion, a limitation on total density is appropriate and necessary when dealing with density bonuses. A maximum density of 12 times the block area is consistent with the surrounding context of development within the Financial District and the suitable built form possibilities on the blocks.

For the purposes of calculating density for the application, the Bay-Adelaide holdings and the buildings that exists on the west half of the Simpsons block (the Simpsons tower and the west half of the Simpsons store) have been used in calculating the total density permitted even though this part of the block is not part of the application. Because the existing buildings on the west half of the Simpsons block are at a density of over 12, the total density of the application lands is limited to 11.67, so that the total with the west part of the block does not exceed 12.

Given the proposed treatment of the Bay-Adelaide lands as one lot, Section 1A42(b) of the Part I Plan regarding the density exemption for historic buildings - up to two times the area of the lot in the Financial District-is applied to the area of

Land Use Committee

c711uc88451:114
October 4, 1988

the application lot. The exemption or bonus would therefore be two times 18788.9 m² or 202,249 ft.². which is 37,577.8 m² or 404,498 ft.². This area coincidentally is approximately equal to the floor area of the eastern portion of the Simpsons store.

The density provided for in the Part II Plan for the Bay-Adelaide application is based on certain conditions. The principal condition is that the historic buildings on the block be maintained and conserved in a manner which respects their quality and character. The Part II Plan also provides a specific density bonus up 1.67x the lot area for the provision of land for 561 units of assisted housing in accordance with the specific policy adopted by Council on September 6.

Other provisions, although not directly bonused in the Part II Plan are based on the general consideration of the overall comprehensive development. These include among others the removal of the on street loading facilities for the Simpsons store on Richmond St.; completion of the underground tunnel connections including the one proposed at Bay and Queen Streets; historic preservation of the west half of the Simpsons store; and the potential for improved loading and receiving for other Bay St. properties.

The increase in commercial density should be accompanied by a commensurate reduction in permitted residential density on the block. Further the permitted residential density which could remain on the site should not exceed that which would have been permitted under the provisions of Part I of the Official Plan, and should be reduced by one dwelling unit for each 100 square metres of non-residential gross floor area permitted in excess of that permitted under the Part I Plan. The effect of this would be to permit up to a maximum of 437 dwelling units on the Bay-Adelaide lands in addition to the commercial density of 11.67 times.

The following outlines a proposed bonus schedule for the Bay-Adelaide proposal (Parcels A, B and C).

Basic Commercial Density	(8.00 x)	150,311.4 m ²	1,617,992 s.f.
Historic Exemption	(2.00 x)	37,577.8 m ²	404,498 s.f.
Assisted Housing	(1.67 x)	31,400.6 m ²	338,000 s.f.
Total Non-Residential	(11.67 x)	219,289.8 m ²	2,360,490 s.f.

8. OTHER LANDS WITHIN THE PART II PLAN

As outlined on Map 4, other lands, not currently part of the Bay-Adelaide application, have been included in the Part II Plan. As stated throughout this report, a major objective of the Part II Plan is to achieve comprehensive development on these three blocks, in particular with respect to the Bay Adelaide project. Redevelopment of the size and significance proposed by the Bay-Adelaide development will also have a definite impact on adjacent properties. Any policies identified in the Part II Plan, other than those specifically applicable to the Bay-Adelaide development, identified as appropriate for the three block area would apply to these other lands as well.

Those properties fronting on Bay Street are part of appropriate the existing the Bay Street canyon. Buildings within the three block area on Bay Street range in height from 10 to 12 storeys and vary in density from 10 to 14 times the lot area. New development in this location should preserve the character of the Bay Street canyon.

For those properties fronting on Yonge Street, it is appropriate that any redevelopment be in keeping with the built form policies outlined in Section 7.5 of this report and in particular to respect the lower scale and character of Yonge Street.

The Part II Plan provides that specific policies relating to the above matters will be established for lands outside the Bay-Adelaide application lands. It will also provide that increases in density and/or height be considered in return to the provision of facilities services and matters, subject to appropriate agreements registered on title provided on the basis of the following:

- (1) that Council will have particular regard for the need to ensure appropriate building scale and satisfactory microclimatic conditions in the context of surrounding development and land uses;
- (2) the need to ensure that transportation and other services can accommodate the increase in density;
- (3) that the total non-residential density shall not exceed 12 times the lot area.

Land Use Committee

c711uc88451:114
October 4, 1988

The owners of adjacent properties, 357 and 365 Bay Street have indicated that the following should be included in the Part II.

1. readily useable below grade service facilities on the Bay Adelaide lands for use by these properties shipping, receiving and garbage compaction, collection and source separation; and
2. provision for enclosed pedestrian linkages from these Bay St. properties through the proposed development to the subway.

The Part II Plan provides for off street loading facilities for new and existing buildings. The opportunity for below grade loading facilities are provided for through the Bay-Adelaide application for these Bay Street properties and will be reflected in the Section 36 Agreement.

An enclosed pedestrian connection although desirable for the owners of the Bay St. properties is however not a major public objective. Rather, the Part II Plan encourages the missing centre of direct north-south pedestrian connections that link directly to the subway. This is in keeping with City policy that encourages a vital pedestrian environment at grade level as the primary objective with the underground connections serving as a secondary goal.

9. SITE SPECIFIC BYLAW AMENDMENT FOR THE BAY ADELAIDE PROJECT

The proposed site specific by-law included in Appendix C indicates how the provisions of the Part II Plan could be implemented to permit the project. The City Solicitor will be submitting the draft by-laws for the public hearing.

The provisions of the City's Zoning Bylaw would apply unless varied by this site specific bylaw. The by-law reflects those provisions and identified by the Commissioner of Buildings and Inspections in his report dated August 26, 1988, included in Appendix D. The proposed bylaw contains references to the facilities, services and matters that the owner is to provide under Section 36 of the Planning Act which are not explicitly defined in the bylaw. Instead they are included in the Agreement.

9.1 Definition of Lot

The proposed draft bylaw will provide that the applicant's lands be considered one lot and that there can be more than

Land Use Committee

c711uc88451:114
October 4, 1988

one building on a lot. This implements Sections 2.1, and 8.2 of the Part II Plan to encourage comprehensive redevelopment.

9.2 Density

The site specific bylaw will include the density provisions of the Part II Plan as it applies to the application lands. The by-law limits the total density to 11.67 rather than 12 times.

The proposed draft by-law apportions the aggregated permitted non-residential density over the three block area. Maximum non-residential gross floor areas are as follows:

- no further development will be permitted on the Simpsons block, Parcel A
- 27,000 m2 on Parcel B
- 160,000 m2 on Parcel C

It should be noted that the sum of the permitted non-residential gross floor area on each parcel exceeds the total permitted density allowing necessary flexibility in the detailed development of each parcel.

9.3 Historical Buildings

The proposed draft by-law provides that the owners will:

- a) maintain, conserve and enhance the exterior of historic Simpsons building - both east and west portions, by making substantial improvements to the Richmond Street facade to replace existing servicing facilities with at least one or more entrance and display windows.
- b) maintain, conserve and restore the significant parts of 45 Richmond Street and the architecturally significant facade 17 Temperance Street.

9.4 Open Space and Public Park

The proposed draft by-law requires the provision of at least 3,205 m2 (34,500 sq.ft.) of publicly accessible open space of which 2276 m2 (23,500 sq.ft.) will consist of public park and be located on Parcel B, in addition to at least 2,028 m2 (21,829 sq.ft.) of common outdoor space. This ensures that major open space is achieved. Requirements of the Section 36 Agreement will specify how the open space is to be developed and ensure public access.

Land Use Committee

c711uc88451:114
October 4, 1988

9.5 Conveyance of Housing Sites

The proposed draft by-law requires that the following lands be conveyed to the City for social housing purposes:

9.6 Public Art

The proposed draft by-law requires that the public art be provided certain publicly accessible parts of the lot. The value of the art must not be less than 1% of the cost of construction of new buildings other than costs for pedestrian walkways, and the restoration of historic buildings and the costs of other matters required under the Section 36 agreement.

9.7 Height

The proposed draft by-law specifies maximum heights for the various parts of the development, and includes a restriction on any additions to the historic Simpsons store. The height limits permit a 57 storey office building on Block C, and a 15 storey office building on parcel B.

9.8 Street Related Retail

The achievement of retail uses at grade has been a major site planning objective. The proposed draft by-law exempts the project from the usual provisions because these are related to single buildings, and specifies a minimum length of such uses for the street frontages.

9.9 Servicing

The draft by-law specifies the area of loading to be made available for Simpsons store on Parcel B and other existing buildings to remain on the block.

9.10 Tunnel

The draft by-law requires that underground pedestrian tunnels be provided across Bay Street at Queen and below Richmond, Temperance and Adelaide Streets. In addition, it requires the provision and maintenance of a continuous route below grade extending from the Simpsons store through the development lands to the southerly limit of Adelaide Street West.

The by-law will also limit all uses under Temperance Street to parking and loading facilities and pedestrian walkways. These are uses permitted under the Streets By-law.

Land Use Committee

c711uc88451:114
October 4, 1988

10. SECTION 36 AGREEMENT FOR THE BAY-ADELAIDE PROJECT

As discussed previously, the provision of land for 561 units of social housing are secured by a Section 36 Agreement for consideration of increased density of 31,400 m². Other facilities, services or matters that do not have a density bonus associated with them have also been identified as part of the general consideration of density and other matters related to this proposed development. These matters, identified below are also secured in an appropriate agreement(s) to be registered on title.

10.1. Social Housing

A condition of the Section 36 agreement will provide that prior to the introduction of the Bills into Council the owner will convey to the City (address) for purposes of social housing. The City Solicitor will hold such conveyance in escrow until such time as the by-laws are finally approved. As a condition of conveyance the applicant shall provide engineering and soil tests for the site to the satisfaction of the Commissioner of Housing.

10.2. Heritage Preservation

The Section 36 Agreement establishes the parameters and extent of preservation of the historic buildings on the Bay-Adelaide lands, as well as for the west portion of the Simpsons building. The agreement secures, implements and elaborates upon the provisions of the Official Plan Part II and Zoning By-law amendment. The Section 36 Agreement is intended to ensure that restoration is completed, in a manner and time frame satisfactory to the City.

The Section 36 agreement requires that all the historic buildings or facades and other architecturally significant portions will be conserved and restored at the developer's expense. Restoration and conservation of all historical buildings (with the exception of the west portion of the Simpsons building) will be subject to the Heritage Easement Agreements in accordance with the requirements of City Council. Restoration and conservation of the west portion of Simpsons will also be subject to City Council's requirements. The applicant is required to submit all plans, specifications and drawings relating to the restoration work to the City and must obtain approval of City Council before proceeding with such work.

Land Use Committee

c711uc88451:114
October 4, 1988

With respect to those historic buildings not required to be restored in full, certain conditions are established regarding demolition within 15 metres of their facades and the timing of the relocation of the 17 Temperance Street facade. In addition, conditions with respect to the completion and occupancy of the replacement building supporting the facade.

The Section 36 agreement also provides that in the event that any of the historic Simpsons buildings is irreparably damaged in the course of construction, restoration, conservation or relocation, the Official Plan Amendment and/or Zoning By-law Amendment relating to the density exemption for the east portion of Simpsons will be recinded or a financial penalty will be invoked.

10.3. Pedestrian Tunnels

The Agreement will provide that the applicant will make the necessary applications for and will design, construct and maintain a continuous below grade pedestrian route from the Simpsons store to Scotia Plaza. Appropriate time frames will be established for the construction of these tunnels as well as for the tunnel connecting the west part of the Simpsons store across Bay Street at Queen. The agreement will provide that this tunnel will be timed so that its completion and operation precede occupancy of the commercial development on the application lands. In addition, the agreement will require that directional signs will be erected in the tunnels and throughout the development lands, including Simpsons, meeting the standards established by the City for the underground system.

10.4 Open Space and Public Park

The Agreement will require the applicant to provide a significant area of landscaped common outdoor space on the south side of Temperance Street as described in Section 7.5.1 of this report as well as mid-block walkways. These areas will be designed, constructed and maintained by the applicant and will be open and accessible to the public except in the event of an emergency. Rights of access by the public are to be guaranteed by the Section 36 Agreement and/or appropriate lease.

With respect to the public park to be secured on the north side of Temperance St., the agreement and/or lease will address such matters as the legal description of the park, costs, timing and provision of financial security for park improvements.

Land Use Committee

c711uc88451:114
October 4, 1988

10.5. Off-Site Improvements

The Agreement will require the applicant to provide improvements the public sidewalks on all three blocks, as well as improvements to the public right-of-way on Temperance Street to the satisfaction of the City.

10.6 Public Art

The Section 36 Agreement will outline details of implementation of the developer's contribution to public art, intended to ensure fulfillment of the three key City objectives of excellent quality, publicly accessible art, and commitment to spend the required funds.

The amount of this contribution is to be equal to 1% of gross construction costs of all buildings on the lands exclusive of the building areas which are the result of requirements of the Section 36 Agreement and exclusive of pedestrian walkways. The Agreement should provide the applicant with four options for complying with the 1% for public art requirement. These options are as follows:

- (i) the owner may donate 1% of the building budget to the City's capital budget for public art projects;
- (ii) the owner may commission or purchase art works to the value of 1% of the gross construction costs, such works to be distributed through the proposed development;
- (iii) the owner may invite the collaboration of artists in the design of the building exterior and public environment to the value of 1% of the gross construction costs. Such collaborative art works are to be distributed throughout the proposed development.
- (iv) the owner may combine any or all of options (i) to (iii).

The City encourages the use of option (iii) in major developments as an approach which is most likely to achieve an integrated program of public art which will enliven and humanize the City's public spaces.

The procedure to be set out in the Agreement for compliance with these options is as follows:

Land Use Committee

c711uc88451:114
October 4, 1988

For Option (i)

The applicant will pay the 1% contribution to the City prior to the issuance of a building permit for any building on the lands.

For Option (ii)

The applicant will submit to the City an art program for the lands. This will include the method of selection of artists, the proposed location or locations of works of art, the budget and proposed timing for each part of the art program. My staff and the Toronto Art Commission will review the proposed art program and make a recommendation to Council prior to the issuance of a building permit for any building on the lands.

For Option (iii)

The applicant will establish an internal Public Art Advisory Committee consisting of four members: a representative of the developer, a representative of the architect for the development, an independent architect, and an independent public art expert. The Public Art Advisory Committee will prepare a draft proposal call and list of artists to whom the call will be sent, which will be submitted for approval by my staff and the Toronto Public Art Commission. Proposals for collaborative art works received in response to the approved proposal call will be reviewed by the Public Art Advisory Committee and a program of collaborative art for the project will be prepared. The program will include the type of collaborative art work, the role of the artists in the design team, the general distribution and location of the art works, their timing and estimated budget. The budget will reflect the estimated cost of the collaborative art above the base cost of the building element without the artists' collaboration.

The applicant will submit the proposed art program to my staff and the Toronto Public Art Commission for approval within six months of the final approval of this Official Plan Amendment and Zoning By-law. Following approval of the applicant will enter into contracts with the selected artists and proceed to implement the collaborative art as part of the development process for the project. The collaborative art works must be completed within nine months of the date of substantial completion of the project.

Land Use Committee

c71luc88451:114
October 4, 1988

10.7 Waste Management

The Section 36 Agreement will require the provision of appropriate waste management programme including facilities for the handling of waste management for the project, to the satisfaction of the Commissioner of Public Works.

10.8 Servicing

The Section 36 Agreement will require the provision of below grade loading facilities to be located on Parcel B, the Temperance/Richmond block, that will accommodate the needs of the project as well as the Simpsons store. In addition, the agreement will require the applicant to provide appropriate rights-of-way to these loading facilities for those properties on Bay Street including other adequate measures such as the provision of appropriate knock out panels and encroachment agreements in order that where applicable, these adjacent properties may construct and connect into off-street loading facilities on their own sites.

10.9 Unwinding

The agreement should come into force and become binding on all parties on the date of final approval of the amending by-laws.

If these conditions do not occur within a specified time the Agreement provides that there can be an unwinding of these agreements and a rescinding of the Official Plan and Zoning By-law.

11. HERITAGE EASEMENT AGREEMENTS

The conservation and maintenance of the historic buildings are primarily to be secured by Heritage Easement Agreements. Three are proposed - for the east part of Simpsons, 17 Temperance and 45 Richmond. (As well the Section 36 Agreement provides for similar conditions for the west part of the historic Simpsons store, as noted previously, the applicants could not enter into a Heritage Easement Agreement for the west part of Simpsons as they do not own the land.)

Each agreement will clearly indicate the reasons for identification for each building, and will refer to drawings approved by City Council through development review which will indicate permitted changes to the buildings which are submit to the normal further approvals of details of construction or alterations. The agreements should also include a termination

Land Use Committee

c711uc88451:114
October 4, 1988

date of five years if the by-laws are not finally approved and in force.

12. OTHER APPROVALS REQUIRED

I will be reporting separately on the matters to be secured under a Section 40 Agreement. Certain concerns of the Civic Officials identified in Appendix D will be addressed in this review.

With respect to development of pedestrian tunnels and/or other uses below and within the street allowances, the applicant is required to obtain a approval of the Commissioner of Public Works and the Metro Commissions of Roads and Traffic.

13. PROCESS

This report and the draft by-laws for the Official Plan Amendment and site specific zoning by-law are to be submitted concurrently to the Land Use Committee for a special public meeting to be held on October 14, 1988 as authorized by City Council. Prior to that, the Planning Advisory Committee will consider the Final Report and submit its comments to that meeting of the Land Use Committee. On October 14, the Land Use Committee will also consider a report from the City Solicitor containing the draft by-laws for the Part II Plan and rezoning.

RECOMMENDATIONS:

1. That the Official Plan be amended to give effect to the Part II Plan amendment substantially as set out in Appendix B of this report.
2. That the Zoning By-law be amended as substantially set out in Appendix C of this report.
3. (a) That prior to the introduction of Bills in Council, the registered owners of 45 Richmond and 17 Temperance, and in the case of the Simpsons store, Simpsons Limited, be required to enter into Heritage Easement Agreements under Section 37 of the Ontario Heritage Act using substantially the form of Heritage Easement Agreements prepared by the City Solicitor and on file with the City Clerk, subject to such amendments as may be deemed necessary by the City Solicitor, in consultation with the Toronto Historical Board and the Commissioner of Planning and Development;

Land Use Committee

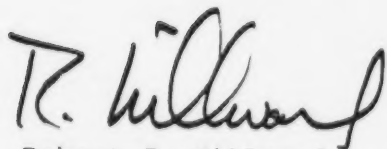
c711uc88451:114
October 4, 1988

- (b) That authority be granted for the introduction of any necessary Bills in Council to give effect thereto;
 - (c) That the owners be requested to provide the Toronto Historical Board with two copies of the required photographs of the subject buildings for inclusion in the Heritage Easement Agreement; and
 - (d) That Clauses 12.1(a) of the Heritage Easement Agreement, as revised, shall set a termination date of January 31, 1994, if the Official Plan and/or Zoning By-law amendments required by Application 2034 are not finally approved or in force as the case may be.
4. That prior to the introduction of Bills in Council the owner:
- (a) provide the City Solicitor with a satisfactory Deed conveying the lands to the City for social housing purposes and a satisfactory title opinion, such deed to be held in escrow pending final approval of the by-laws;
 - (b) enter into a Section 36 Agreement in accordance with this report to the satisfaction of the City Solicitor.
5. That the owner be required to submit a Noise Impact Statement in accordance with City Council's requirements prior to the introduction of Bills in Council.
6. That the owner be advised of the need to receive the approval of the Commissioner of Public Works and the Metro Commissioner of Roads and Traffic for any work to be carried out within the street allowance.
7. That the owner be advised to obtain revised municipal numbering from the Department of Public Works prior to filing a formal application from a building permit.
8. That prior to the introduction of Bills in Council the owner submit to the Commissioner of Public Works:
- a) Reference Plans of Survey, in metric units and integrated with the Ontario Co-ordinate System, with a sufficient number of PARTS thereon to delineate the tunnels beneath the public highways, the pedestrian bridge, the buildings to be preserved, and the remainder of the site; and
 - b) Dimensioned plans showing the building envelopes for the purpose of preparing site specific exemption by-laws.

Land Use Committee

c71luc88451:114
October 4, 1988

9. That the Commissioner of Planning and Development and the Commissioner of Parks and Recreation be requested to report on the details of the public process to determine the design aspects of the proposed park on the north side of Temperance Street.
10. That the City and Metro staff upon occupation of Scotia Plaza, BCE Place and the Bay-Adelaide Centre undertake special employer/employee surveys of the buildings as part of the Central Area Monitoring Programme.
11. That the first five year review of the Network 2001 Plan include a detailed assessment of the development of travel trends in the Central Area.
12. That Metro Council and the TTC be requested to endorse the actions contained in Recommendation 11.
13. That the Bay-Adelaide project, as described in this report, be exempt from any general by-law to introduce the use of Section 41 of the Planning Act to acquire parkland.
14. That the appropriate officials be authorized to execute the Section 36 Agreement on referred to in Recommendation 4(b) on behalf of the City.



Robert E. Millward
Commissioner

Application Number: 2034
Date of Application: October 1987

Phone: 392-7862

Land Use Committee

c71luc88451:114
October 4, 1988

APPENDIX B

Proposed Official Plan Part II Yonge, Queen, Bay, Adelaide Lands

1. Interpretation

1.1 For the purposes of this amendment to the Official Plan for the City of Toronto, the "Yonge, Queen, Bay, Adelaide Lands" are defined as all the lands within the three blocks bounded by Yonge Street, Queen Street West, Bay Street and Adelaide Street West, as shown on Map 1.

1.2 This amendment is deemed to be Part II of the Official Plan for the Yonge, Queen, Bay, Adelaide Lands referred to as the Part II Lands.

1.3 The text and maps of Part I of the Official Plan continue to apply to the Part II Lands except in cases where the text and map of this amendment conflict therewith in which case the text and maps of the amendment shall prevail.

2. General Objectives

2.1 It is the policy of Council to encourage the comprehensive redevelopment of the Part II Lands in accordance with the provisions of this Plan.

2.2 Council recognizes the importance of the historic buildings in the Part II Lands and it is the objective of Council to protect the significant aspects of such buildings and to ensure that new development is compatible with and enhances these aspects of such buildings.

2.3 It is the policy of Council to seek the achievement of City housing goals in conjunction with new development on the Part II Lands.

2.4 It is the policy of Council to ensure the provision of appropriate public amenities, services and facilities in conjunction with new development on the Part II Lands.

2.5 In order to assist in the achievement of its major objectives for the Part II Lands and pursuant to Section 36 of the Planning Act, 1983, Council may pass by-laws applicable to the Part II Lands to permit increases in the height and commercial density of such buildings and

structures proposed to be erected and used on the Part II Lands, in excess of the heights and density otherwise permitted, in return for the provision of facilities, services and matters as are set out in such by-laws and secured through means of one or more agreements with the owners, to be registered on title to lands within the Part II Lands. The increases in height and/or density permitted by by-laws passed in accordance with this Section are considered to be appropriate only in conjunction with the provision of facilities, services and matters as set out in Section 8 of this Plan.

3. Structure, Form and Physical Amenities

3.1 It is the policy of Council that, in the redevelopment of the Part II Lands, the major portion of the new commercial development should be located in the block bounded by Bay Street, Temperance Street, Yonge Street and Adelaide Street West, except for the Yonge Street frontage of that block, which should reflect the historic scale of this part of Yonge Street.

3.2 It is the policy of Council that the heights of buildings in the Part II Lands should reflect (a) the transition in scale from the historic Simpsons store to the Scotia Plaza tower, (b) the scale of the Bay Street canyon, between Adelaide Street West and Richmond Street West, and (c) the lower scale on Yonge Street. Accordingly, Council may pass by-laws to vary the height limits applied to the Part II Lands in order to achieve these objectives.

3.3 In exercising its available powers of regulation, review and approval under the Planning Act, 1983, for the redevelopment of the Part II Lands Council will have regard for the following objectives:

- (a) the provision of off street loading for new and existing buildings;
- (b) the provision of retail uses at grade along streets and other forms of street animation to enhance interest for pedestrians;
- (c) the location and forms of buildings to permit reasonable sunlight penetration to publicly accessible open spaces on the Part II Lands;

Land Use Committee

c711uc88451:114
October 4, 1988

- (d) the location and form of buildings to minimize adverse effects of wind in all exterior pedestrian areas both on and off the Part II Lands;
- (e) new development adjacent to historic buildings on the Part II Lands to be designed to respect the scale and form of the existing buildings;
- (f) new development to be located and scaled in a manner which clearly defines the edges of streets;
- (g) the edge of major open spaces to be defined by buildings and/or streets;
- (h) interior and exterior space adjacent to the public sidewalk should generally be accessible at grade without the use of steps;
- (i) buildings and all publicly accessible space to be readily accessible to the handicapped;
- (j) buildings to be energy efficient in their organization, materials and technology; and
- (k) an appropriate programme to be implemented for new buildings with respect to waste management.

4. Heritage Conservation

- 4.1 It is the policy of Council to seek the conservation, rehabilitation, restoration, maintenance, and appropriate integration of historic buildings with new development.
- 4.2 Council shall therefore take such steps as appropriate to ensure that the objectives in 4.1 are met.

5. Housing

- 5.1 It is an objective of Council to achieve certain housing goals through the development of the Part II Lands without requiring the development of housing on such lands. Accordingly, Council shall seek to secure the provision of social housing on one or more appropriate sites in the Central Area in conjunction with the development of the Part II Lands. Council shall permit appropriate residential development within the Part II Lands provided such development is compatible with its other goals for the lands.

Land Use Committee

c71luc88451:114
October 4, 1988

6. Transportation and Circulation

6.1 Council shall seek to ensure that the transportation impact of new development in the Part II Lands will be acceptable and that such development will provide easy access to public transportation.

6.2 In exercising its available powers of regulation, review and approval under the Planning Act, 1983 for the development of the Part II Lands, Council will have regard for the following objectives:

- (a) vehicular access to new development to be consolidated and located to minimize disruption to traffic flows;
- (b) direct access to public transportation to be provided through north-south underground pedestrian routes connecting to Scotia Plaza and the Queen Street Subway Station;
- (c) the pedestrian tunnel connection under Bay Street at Queen Street to be completed;
- (d) short term parking for courier use to be provided on the Part II Lands; and
- (e) adequate bicycle parking to be provided on the Part II Lands.

6.3 Council shall secure appropriate through block pedestrian routes at grade from Adelaide Street West to Richmond Street West.

6.4 Council shall ensure that loading facilities for the Simpsons store be provided underground in the new development and all street loading facilities on the Richmond Street frontage of the Simpsons store be eliminated.

7. Open Space and Pedestrian Areas

7.1 It is the policy of Council that an interesting and varied pedestrian environment be developed along public streets, publicly accessible walkways and open spaces through the Part II Lands.

7.2 It is the policy of Council to achieve a public park in the Part II Lands of at least 2183 m² with minimum

Land Use Committee

c711uc88451:114
October 4, 1988

dimensions of 43.5 m wide on Temperance Street and north from Temperance Street to Richmond Street.

- 7.3 It is the policy of Council to encourage the development of high quality landscaped, public accessible open space areas of not less than 3206 square metres in the Part II lands. Accordingly, Council shall seek to ensure the provision and public accessibility of such open space by means of an appropriate agreement registered on title.
- 7.4 It is the policy of Council to encourage the improvement of Richmond Street and Temperance Street in the Part II Lands to provide attractive sidewalks for the enjoyment of pedestrians and further to design Temperance Street to have a primarily pedestrian focus while providing for its use by vehicles.
- 7.5 It is the policy of Council to discourage the development of pedestrian bridges over streets in the lands subject to this Part II Plan. Notwithstanding this policy, Council will support the replacement of the existing bridge over Richmond Street provided that the design of such bridge and its relationship to the historic facade of Simpsons and any new development is appropriate.
- 7.6 It is the policy of Council to seek the provision of works of art in the publicly accessible portions of new development in the Part II Lands.
- 7.7 In exercising its available powers of regulation, review and approval of plans under the Planning Act, 1983 for the development of the Part II Lands, Council will have regard for the following objectives:
- (a) sidewalks within the public street allowance, and pedestrian walkways and open spaces within the new development to be designed with appropriate landscaping, furnishings, pedestrian scale lighting and surface treatments while maintaining adequate clear widths to accommodate typical pedestrian flows;
 - (b) all loading facilities to be off street, or below grade and vehicular access points to them minimized;
 - (c) a satisfactory noise environment to be achieved in publicly accessible open spaces or enclosed areas;

- (d) pedestrian routes at grade and below grade to be continuous and clear in both organization and visibility;
 - (e) principal pedestrian routes to provide shelter for adverse weather conditions through the provision of canopies or arcades; and
 - (f) public art provided under Section 7.6 of this Plan to be integrated with the design of publicly accessible spaces through an appropriate public art program; and
- 7.8 It is the policy of Council to ensure that street related retail and service uses are located on Queen, Richmond, Temperance, Adelaide, Yonge and Bay Streets and, notwithstanding Section 3.1(b) Council shall pass by-laws that ensure that appropriate amounts of street related retail uses are provided on each street.
8. Density
- 8.1 The provisions of Section 3A.4(b) of Part I of the Official Plan and all the other provisions of Part I of the Official Plan which may alter the non-residential density, or residential density permitted by Section 3A.4 apply to the Part II Lands.
- 8.2 In order to assist in the realization of the objectives set out in this Plan, Council may, upon application, pass by-laws to allow parcels of land separated by streets to be defined as one lot for the purpose of calculation of permitted density under Section 8 of this Plan.
- 8.3 In order to assist in the realization of the objectives set out in 2.3 and 5.1 of this Plan the non-residential density permitted by Section 8.1 may be increased by up to 2 times the area of the lot in exchange for the conveyance to the City of one or more sites within the Central and/or an equivalent cash payment in lieu of the provision of one or more sites, to be used for social housing purposes provided that:
- a) any site to be conveyed to the City for social housing purposes in accordance with this section is acceptable to Council;
 - b) subject to Section 3A.4(g), the non-residential density in excess of 8.0 does not exceed 56 square

Land Use Committee

c711uc88451:114
October 4, 1988

metres times the aggregate number of conventional assisted housing units permitted by this Plan on the site or sites to be conveyed to the City for assisted housing purposes;

- c) in the case of an assisted housing site which is designated as a Mixed Commercial-Residential Area by this Plan, the number of conventional assisted housing units which may be developed on the site is calculated in units per hectare;
- d) the conveyance of the assisted housing site or sites and/or the provision of any cash payment-in-lieu in accordance with Section 3A.4(h) have been secured by an appropriate legal agreement;
- e) for every 100 square metres of additional non-residential gross floor area permitted by a by-law enacted pursuant to this section respecting a lot in the Financial District, the by-law also requires a reduction of one dwelling unit on the Financial District lands to which the by-law applies; and
- f) the aggregate non-residential gross floor area including any non-residential gross floor area permitted by Section 1A.35 or permitted to be excluded from the calculation of density by Section 1A.42, on any lot to which a by-law enacted pursuant to this section applies does not exceed 12 times the area of the lot exclusive of any area devoted to pedestrian walkways.

8.4 Bay-Adelaide Application

8.4.1 Notwithstanding Sections 8.1 and 8.3 of this Plan and in accordance with Section 2.5 of this Plan, Council may pass by-laws to increase the maximum aggregate non-residential density permitted by Part I of the Official Plan for the Part II Lands as shown on Map 1 as Parcels A through E provided that:

- (a) the aggregate of the non-residential density permitted on the Part II Lands including:
 - (i) any non-residential density permitted by Section 1A.35 of Part I of the Official Plan; and

Land Use Committee

c711uc88451:114
October 4, 1988

(ii) any non-residential gross floor area permitted to be excluded for the calculation of the maximum permissible density of new development by Section 1A.42. of Part I of the Official Plan

but not including non-residential gross floor area used for publicly accessible walkways, does not exceed 12.0 times the area of the Part II Lands;

- (b) the number of dwelling units permitted by Section 3A.4(b) of Part I of the Official Plan, which is herein deemed to be 751 units, is reduced by one dwelling unit for every 100 square metres of non-residential gross floor area erected or used on the Part II Lands in excess of that permitted under Part I of the Official Plan;
- (c) all of the historic buildings located on the Part II Lands or the significant portions of all such buildings are maintained and conserved in a manner which respects their quality and character;
- (d) where a portion of an historic building referred to in 8.4.1(c) is retained, such portion contains those features identified by Council as having historical and/or architectural significance; and
- (e) works of public art are provided in publicly accessible portions of the Part II Lands with a total of at least 1% of the value of new construction on the Part II Lands.

8.4.2 In order to assist in the realization of the objectives set out in Sections 2.2 and 4.2 of this Plan and subject to Section 8.2., Council may pass by-laws in accordance with Section 1A42 applicable to all lands as if they were one lot provided that:

- (a) all of the historic buildings or all of the significant portions of such buildings are restored and conserved in a manner which respects their quality and character; and
- (b) the retention, restoration, conservation and maintenance of such buildings or portions thereof are secured through one or more appropriate agreements registered on title.

Land Use Committee

c711uc88451:114

October 4, 1988

8.4.3 In order to assist in the realization of the objectives of this Plan, and subject to Section 8.2., the non-residential density permitted by Section 8.1. may be increased by an amount up to 31400m² in exchange for the conveyance to the City of one or more sites within the Central Area to be used for social housing purposes provided:

- (a) any site or sites proposed to be conveyed are acceptable to Council;
- (b) the increased non-residential gross floor area does not exceed 56 square metres multiplied by the number of conventional housing units used for social housing purposes which are permitted on the social housing site or sites;
- (c) in the case of a social housing site which is within an area designated Mixed Commercial Residential Area, the number of social housing units which may be developed on the site in accordance with the Official Plan for the purpose of Section 8.2.4 is based on residential density measured in units per hectare; and
- (d) the conveyance of one or more social housing sites has been secured through one or more agreements to be registered on title.

8.4.4 Notwithstanding the provisions of Section 8.4.3 of this Plan, where a site to be conveyed to the City is designated by the Official Plan to permit non-residential density in addition to the maximum residential density permitted on the site by Part I of the Official Plan, each 100 square metres of such residual non-residential density may be deemed to be the equivalent to a conventional housing unit used for social housing purposes for the purposes of this Plan.

8.5 Other Lands Within the Part II Plan

8.5.1 Notwithstanding Section 8.1 of this Plan and in accordance with Section 2.5 of this Plan, Council may pass by-laws to increase the maximum aggregate non-residential density permitted by Part I of the Official Plan for the Part II Lands identified on Map 1 in accordance with the provisions of Section 8.5.1 to 8.5.2 inclusive provided that:

Land Use Committee

c711uc88451:114
October 4, 1988

(a) the aggregate of the non-residential density permitted on the Part II Lands including:

(i) any non-residential density permitted by Section 1A.35 of Part I of the Official Plan; and

(ii) any non-residential gross floor area permitted to be excluded for the calculation of the maximum permissible density of new development by Section 1A.42. of Part I of the Official Plan,

but not including non-residential gross floor area used for publicly accessible walkways, does not exceed 12.0 times the area of the Part II Lands; and

(b) in return for increases in density and/or height services and matters are secured through one or more appropriate agreements, to be registered on title.

8.5.2 In considering increases in height and/or density in return for facilities services and matters the following shall be considered:

(a) Council will have particular regard for the need to ensure appropriate building scale and satisfactory microclimatic conditions in the context of surrounding development and land uses; and

(b) the need to ensure that transportation and other services can accommodate the increase in density;

8.6 No additional non-residential density is permitted in the existing buildings on the west part of the Simpsons block.

Land Use Committee

c711uc88451:114
October 4, 1988

APPENDIX C

PROPOSED DRAFT BY-LAW: BAY-ADELAIDE PROJECT

1. This by-law applies to the lands comprising Parcel A, Parcel B and Parcel C shown by the heavy lines on Map A attached hereto and forming part of this By-law and hereinafter referred to collectively as the Bay Adelaide lands.
2. Except as otherwise provided, the provisions of By-law 438-86, being "A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", as amended, shall continue to apply to the lands to which this By-law applies.
3. Notwithstanding the definition of the term lot in Section 2 of the aforesaid By-law 438-86, for the purposes of this By-law, the Bay Adelaide lands shall be deemed to be one lot regardless of whether or not two or more buildings or structures are erected or to be erected on any part or parts thereof and regardless of any conveyances or easements made or granted after the date this By-law comes into force.
4. Notwithstanding the provisions of Section 8(3) Part II 2(a), 8(12), 4(2), 4(10c), 4(8)(b) and subject to Section 5 of this By-law, the erection and use of one or more buildings or structures which contain exclusively non-residential gross floor area, or a combination of non-residential gross floor area and dwelling units is permitted, provided:
 - (1) the aggregate amount of non-residential gross floor area erected or used on the Bay Adelaide lands, exclusive of public pedestrian walkways does not exceed 219,288.5 square metres of which:
 - (a) no additional non-residential gross floor area is erected or used on the lands comprising Parcel "A" on Map A than existed on such lands on the date this By-law comes into force;
 - (b) not more than 27,000 square metres is erected or used on the lands comprising Parcel "B" on Map A;
 - (c) not more than 160,000 square metres is erected or used on the lands comprising Parcel "C" on Map A; and

Land Use Committee

c711uc88451:114
October 4, 1988

- (d) the aggregate amount of non-residential gross floor area erected or used on Parcels B and C shall not exceed 182,588 m²;
- (2) not more than 314 dwelling units comprising not more than 31,400 square metres of non-residential gross floor area are erected or used on the Bay Adelaide lands;
- (3) no portion of any building or structure erected or used on the Bay-Adelaide lands is located above the height limits as follows:
 - Parcel B - 57m
 - Parcel C - 275m, excepting for those buildings within 45m from Yonge Street where the height will be limited to 25m

This clause does not prevent the erection of one or more antennae, flag poles, lightening rods or their enclosed supporting structures, above such height limits.
- (4) the buildings erected or used on the Bay Adelaide lands contains street related retail and service uses facing a minimum aggregate length of:
 - (a) 5 metres of frontage on the north side of Adelaide Street;
 - (b) 130 metres of frontage on Temperance Street; and
 - (c) 23 metres of frontage on the south side of Richmond Street; and
 - (d) 90 metres on the north side of Richmond Street; and
 - (e) 90 metres of frontage on the south side of Queen Street; and
 - (f) 90 metres of frontage on Yonge Street.
- (5) the owners of the Bay Adelaide lands at their expense and in accordance with and subject to the agreements referred to in Section 4(6) of this By-law:
 - (a) maintain, restore and conserve the buildings located on Parcel A of the Bay Adelaide lands;
 - (b) maintain, restore and conserve a portion of the building of not less than 1500 sq. metres of floor

Land Use Committee

c711uc88451:114
October 4, 1988

area located on Parcel B of the Bay Adelaide lands known municipally in the year 1988 as 45 Richmond Street West;

- (c) maintain, restore and conserve the historic facade of the building located on Parcel C of the Bay Adelaide lands and known municipally in the year 1988 as 17 Temperance Street, which building or portion of buildings may be relocated on the south side of Temperance Street;
- (d) provide and maintain not less than 4756.5m² of common outdoor space and public park on the Bay-Adelaide lands comprising of at least one area of public park including landscaping not less than 2183 square metres in size on Parcel "B", and provide and maintain one area on Parcel "C" of common outdoor space of not less than 836 square metres;
- (e) convey to the City for a nominal consideration, the lands described below for the purpose of providing social housing for the City of Toronto (add descriptions);
- (f) provide and maintain one or more works of art in the publicly accessible portions of the Bay Adelaide lands of a value of not less than one percent of the cost of construction of all buildings and structures erected on such lands after the date of passing of this By-law, provided that all such costs related to the following shall not be included in such valuation:
 - (i) the restoration of buildings described in Section 4(6)(a), (b) and (c); and
 - (ii) the public pedestrian walkways on such lands; and
- (g) construct and maintain at their expense and in accordance with the agreement referred to in Section 4(7) herein:
 - (a) below grade tunnels each containing a public pedestrian walkway and pedestrian walkways as shown on Map A
 - (b) not less than 20 type A and B loading spaces; including 9 courier parking spaces, are located

below grade on Parcels B and C and further, no loading facilities are located above grade on Area "A".

- (6) the owners of the Bay Adelaide lands enter into one or more agreements with the City pursuant to Section 36 of the Planning Act, 1983 and pursuant to Section 37 of the Ontario Heritage Act, R.S.O. 1980 c 337 to secure the facilities, services and matters referred to in Section 4(5) of this By-law and consent to such agreements being registered on title to the Bay Adelaide lands;
 - (7) the buildings and parts of buildings referred to in Section 4(5)(a), (b) and (c) of this By-law continue to be erected; and
 - (8) for the purposes of Sections 4(5)(a), (b) and (c) and 4(6), in the event that any substantial portion of any building referred to in Section 4(5)(a), (b) and (c) is destroyed or irreparably damaged by any cause not attributable to the deliberate act or omission of the owners of the Bay Adelaide lands, it shall be nevertheless deemed to be continued to be maintained restored, conserved and erected for the purposes of this By-law, provided the owners of the Bay Adelaide lands:
 - (a) rebuild such buildings or portion of building described in Section 4(5)(b) and (c) as the case may be in accordance with the subject to the agreements referred to in Section 4(6); and
 - (b) pay to the City the following sums, in accordance with and subject to the provisions of the aforesaid agreement pursuant to Section 36 of the Planning Act, 1983, for the purposes of preserving heritage buildings:
 - (i) in the case of the Simpsons building \$8,125,000;
 - (ii) in the case of 45 Richmond Street and case of 17 Temperance Street an aggregate of \$3,525,000.
5. (1) For the purposes of this By-law the terms common outdoor space, dwelling unit, non-residential gross floor area, residential gross floor area, grade, height, and street related retail shall have the same meaning as the terms have for the purposes of By-law 438-86, as amended;

Land Use Committee

c711uc88451:114
October 4, 1988

(2) For the purposes of this By-law, the term

- (a) art includes works of plastic art, works of graphic art, sculptured landscaping, fountains, and artistic treatment of exterior walls of buildings or other building elements clearly visible at all times from public areas, including flooring, structure, lighting and furnishings, provided such elements or works have been designed by or in collaboration with artists;
- (b) social housing means housing that is sponsored or financially supported under a government program that is intended to meet the housing needs of primarily low to moderate income households;
- (c) public pedestrian walkway means a pedestrian walkway that:
 - i is designed and intended for and is used by the public;
 - ii provides direct access between streets, parks, public buildings, and/or other public spaces or between such space and a similar walkway in an adjacent building, a common outdoor space or a T.T.C. subway station;
 - iii is within 7 metres of grade;
 - iv is not narrower than 3 metres at any point; and
 - v is not used for commercial purposes, including hotel lobbies, retail areas, commercial display areas or other rentable space;

Land Use Committee

c711uc88451:114
October 4, 1988

APPENDIX D

Comments of Civic Officials

1. Communication from the Buildings and Inspections Department to the Planning and Development Department, dated August 26, 1988:

"Zoning:

Proposed Use: An office and retail project, which also includes the easterly portion of the Simpsons Department Store.

Designation: CR L8 U400 Map No.: 50G-323

Plans: Prepared by Webb, Zerafa, Menkes, Housden Partnership, Architects, dated August 5, 1988.

Submitted date and information indicate that the proposal does not comply with the Zoning By-law in the following ways:

Re: 401 Bay Street (the remaining lot)

1. The proposal will not comply with the definition of lot. (Section 2, "lot").
2. The building exceeds the non-residential gross floor area permitted of 42,532.8 square metres (7.7 times lot area) by approximately 29,952.57 square metres.
3. Loading facilities for the building will not be provided. (Section 4(8)(b)).

Re: The "Development Lot" (includes the eastern portion of the Simpsons department store)

1. The proposal will not comply with the definition of lot. (Section 2, "lot").
2. The building will exceed the non-residential gross floor area permitted of 144,674.53 square metres (7.7 times lot area) by approximately 74,618.27 square metres. (Section 8(3) PART I 12.(a)).
3. The building will exceed the maximum height permitted of 137.2 metres by approximately 134.2 metres. (Section 4(2))

Land Use Committee

c711uc88451:114
October 4, 1988

4. Some of the vehicular ramps will have gradients of 16% instead of the maximum required 15%. (Section 4(10)(a)).
5. One of the driveways will not be constructed at right angles to Richmond Street West (Section 4(10)(a)).

Notes: 1. The elevation of all ground floor levels as they relate to the level of the sidewalks opposite thereof should not exceed 0.2 metre. Access to the main floor level must not exceed a gradient of 2% to the horizontal plane.

2. Common outdoor space in the amount of 3382 square metres (18% of the area of the lot) is required to be provided, exclusive of any land to be designated for "public park" purposes.

Building Code

The issuance of the building permit(s) will be conditional upon the proposal's full compliance with all relevant provisions and requirements of the Ontario Building Code."

Communication from Buildings and Inspections Department to the Planning and Development Department, dated May 10, 1988.

"For the purposes of Zoning By-law, the proposed development contains two "lots" (1) the block between Queen Street West and Richmond Street West and (2) the blocks between Richmond Street West and Temperance Street and Temperance Street and Adelaide Street West (because of the common basement).

The calculation and provision of common outdoor space is as follows:

1. Block between Queen Street West and Richmond Street West

The existing Simpsons store as erected on this block requires no "common outdoor space".

2. Blocks between Richmond Street West and Adelaide Street West

The proposed development on this block, having four frontages, would require the provision of 18% of the area of this lot as "common outdoor space". This would be an amount of 1540 square metres. Approximately 3626 square metres will be provided.

Land Use Committee

c711uc88451:114

October 4, 1988

3. Should all blocks of the development site be considered to constitute one "lot" the requirements of "common outdoor space" for such "lot" would be 18% of the area of the "lot" (more than four frontages). This would be an amount of 3381 square metres. Approximately 3626 square metres will be provided.

As you know, interior pedestrian walkways that meet the criteria in the Zoning By-law, are considered as "common outdoor space".

2. Managing Director of Toronto Historical Board (September 13, 1988)

"Further to our report regarding this development (transmitted to you by ATMS on August 12, 1988) and our letter to you of September 8, 1988, the following comments regarding the historical buildings summarize the matters which the Toronto Historical Board considers to be important in this development.

It is a requirement that at least the front wall of the Aikenheads building at 17 Temperance Street will be moved, intact, to a new foundation located about 120 feet to the east in the proposed landscaped park area on Temperance Street. The east and west walls and the new south wall, where required, will be reconstructed to a depth of about forty feet from the street face and new windows in the east and west walls will match those in the upper part of the existing west wall. The shopfront in the new location will be restored to the original design, in accordance with photographic documentation, and the existing upper part of the front wall will be restored. All new floors will be reconstructed to existing levels.

The timing for the move of 17 Temperance Street should be defined and the period to reach completion of that part of the development should be included in the agreement.

It is acknowledged that approximately forty feet of the north bays of the Central Building at 45 Richmond Street West will be retained and restored in situ, in accordance with the development drawings. The south bays may be removed, however the new south wall, enclosing the north portion of the building, must be constructed with compatible finish, fenestration and details to indicate its original integrity as well as being a part of the new development to the east of it. The height of the new building to the east should match the existing height of 45 Richmond Street West.

Land Use Committee

c711uc88451:114
October 4, 1988

In connection with alterations to the 176 Yonge Street, Simpsons store, along the street face of the south facade, any proposal must be reviewed in greater detail before final approval can be given by the Toronto Historical Board to the design of this aspect of the development proposal. The entire Simpsons store, it is understood, will be preserved as part of the development.

The Toronto Historical Board is also concerned with the nature of the proposed development which replaces the existing buildings to the north of the heritage building at 118 Yonge Street and extends along Yonge Street to the south/west corner of Temperance Street."

3. Communication from the Toronto Historical Board to the Preservation Committee, dated August 8, 1988.

"1. Background

At its April 20, 1988 meeting, the Preservation Committee was advised of the continuing discussions regarding the Bay-Adelaide Centre development. Revisions have been proposed as a result of these meetings.

2. Discussions

At a meeting on August 5, 1988, staff of the Board were provided with revised plans and a written outline (August 5, 1988) of the approach for dealing with the historical buildings on the site.

In reviewing the drawings, the following recommendations are made for incorporation into the final report of the Department of Planning and Development.

1. That the owners of 45 Richmond Street West, 17 Temperance Street and 176 Yonge Street be required to enter into Heritage Easement Agreements with the City of Toronto under Section 37 of the Ontario Heritage Act, using substantially the form of Heritage Easement Agreement prepared in February 1987 by the City Solicitor and on file with the City Clerk, subject to such amendments as may be deemed necessary by the City Solicitor in consultation with the Toronto Historical Board.
2. That authority be granted for the introduction of any necessary Bills in Council to give effect thereto.

Land Use Committee

c711uc88451:114
October 4, 1988

3. That the owners be requested to provide the Toronto Historical Board with two (2) copies of the required photographs of 45 Richmond Street West, 17 Temperance Street and 176 Yonge Street for inclusion in the Heritage Easement Agreements.
4. That the Department of Planning and Development ensure that the new construction on Yonge Street precede the moving of the heritage building at 17 Temperance Street.

RECOMMENDATION

It is recommended that the recommendations included in this report be forwarded to the Department of Planning and Development for incorporation in their final rezoning report."

4. Communication from the Parks and Recreation Department to the Planning and Development Department, dated January 12, 1988.

"This application raises two major issues concerning parks and open space.

First, as a matter of principle and of good planning, I would like this development to provide the full amount of common outdoor space that would have been required by the Zoning By-law if no increase in density had been requested. The applicant proposes to provide approximately 4% of the lot as common outdoor space, whereas the Zoning By-law requirement for this lot is 18%. The open space proposed cannot therefore be considered as a reason for further considering this application for a rezoning as is stated in your preliminary report since it is less than a quarter of what otherwise would have been required. I would propose that the open space shown be extended through to Richmond Street, and that a second major open space be provided in the same general location on the block to the south.

These open space would be relatively desirable in terms of their location on the block, their shape and sun and shade characteristics. They would meet the needs of the hotel, retail and office uses for access as well as some of the need for sitting-out space generated by the development.

Secondly, it is my intention as an interim policy until the Quinquennial Review of Parks and Open Space Policy is completed to ask for 2% (or 5% where appropriate) cash-in-lieu of park space from all rezonings in the Central Area including this one. The increase in density proposed generates more

Land Use Committee

c711uc88451:114
October 4, 1988

demands on parks and recreation facilities in the Central Area from office workers, shoppers and tourists. A 2% cash-in-lieu payment would allow the City to meet this demand either through upgrading existing facilities or providing new facilities. The City has the power to require this payment either through Section 41, or Section 36 of the Planning Act and has exercised it in the past. Cash-in-lieu of parks payments were required on 1 York Quay, 1099 Bay Street, and the Crossways at Bloor and Dundas.

I would like to use Section 41 to cover all rezonings in the Central Area as an interim policy rather than apply it on an ad-hoc basis, and am therefore requesting that a minimum 2% cash-in-lieu of parks be required in this case depending on the extent of the rezoning request.

On these three blocks the open space and park opportunities do not appear to have been adequately addressed. I would appreciate it if in future your Department could consult with us prior to preparing the preliminary report."

4. Communication from the Public Works Department to the Planning and Development Department, dated August 30, 1988.

"With respect to your letter dated August 8, 1988 requesting comments on a draft study on solid waste management alternatives prepared for the applicant of the Bay-Adelaide Development, Mr. Peter Gerkis has already discussed this matter with Cathy Macdonald. I now advise as follows:

This project will consist of retail and office space generating a large weekly volume of garbage (931 cubic yards). Corrugated cardboard, paper, glass, metal cans and mixed plastics will make up a significant portion of the waste.

Based on the assumptions made in this preliminary report it appears that about 47% of the waste will be recyclable although the breakdown reported in Section III of the report seems questionable.

The space allocation suggested for the receipt, sorting, processing of waste and storage of recyclable materials appears to be minimal. It is recommended that the applicant be requested to:

- a) make the necessary provisions for the recovery of corrugated cardboard, paper, glass, metal cans and mixed plastics.

Land Use Committee

c711uc88451:114
October 4, 1988

- b) present summarized information showing that sufficient space will be provided to effectively carry out a waste management and material recovery programme servicing the development with and without Simpsons.
- c) provide separate accommodation for the recovery, safe, storage, and disposal of hazardous waste."

Communication from Public Works Department to the Planning and Development Department, dated August 23, 1988.

"I dealt with the proposal for the above noted site in my reports to you of January 18, April 18 and May 9, 1988.

The project has now been revised, among other things, to:

1. Increase the amount of new office space from 161 716 to 169 738 square metres for a total of 208 900 square metres including the existing Simpsons office tower;
2. Decrease the amount of new retail and restaurant space proposed from 20 467 to 12 850 square metres for a total of 82 925 square metres including the existing Simpsons store;
3. Redesign the layout of the parking garage to provide approximately 918 parking spaces, including 9 courier parking spaces;
4. Redesign the truck court serving the low rise retail buildings on the Yonge Street frontage of the site between Adelaide Street East and Temperance Street;
5. Redesign the potential service connections from the main truck court to the properties fronting on Bay Street, immediately west of the site;
6. Reduce the size of the Simpsons' service and loading area under Richmond Street West and add a boiler room; and
7. Designate the previously undesignated areas under Temperance Street as service areas and a mechanical room.

The proposed parking supply and service connections from the main truck court to the Bay Street properties are satisfactory.

Land Use Committee

c711uc88451:114
October 4, 1988

The design of the truck court serving the low rise retail buildings on the Yonge Street frontage of the site is satisfactory provided the trees in the centre of the truck court are relocated to increase the turning radii available for trucks as per Recommendation No. 12, below.

The provision of a service and holding area for Simpsons under Richmond Street West is acceptable. The bailer room indicated adjacent to the service area must be relocated from the street.

The provision of service and mechanical rooms under Temperance Street is unacceptable and these areas must be relocated. Only parking and loading facilities and pedestrian walkways are acceptable under Temperance Street.

As a result of the revisions, Recommendation No. 6 in my report to you of January 18, 1988, has been satisfied and Recommendation Nos. 12, 13, 14 and 15 should be added as follows:

12. Provide and maintain minimum inside and outside turning radii of 8.6 m and 13.4 m for vehicles using the truck court serving the low rise retail buildings on the Yonge Street frontage of the site;
13. Relocate the bailer room from the Richmond Street West right-of-way;
14. Limit all uses under Temperance Street to parking and loading facilities and pedestrian walkways; and
15. The owner be advised of the need to receive the approval of the Commissioner of Public Works for any work to be carried out within the street allowance."

Communication from the Public Works Department to the Planning and Development Department, dated May 9, 1988.

"I dealt with the proposal for the above noted site in my reports to you of January 18 and April 18, 1988.

The plans for the project have not been revised to show the proposed pedestrian routes connecting the new development to the Queen Street subway station through the existing Simpsons store. I have no requirements of the owner in this regard.

Land Use Committee

c711uc88451:114
October 4, 1988

I note that in my report of April 18, 1988, I recommended that the plans be revised to show the use of all of the floor space proposed under Temperance Street. This has not been done on the current plans and this matter remains outstanding.

I should also point out that the owner has not yet applied for the proposed service and holding area under Richmond Street West. I suggest that the owner proceed with a feasibility study for this proposal as soon as possible having regard for the size of the proposed encroachment and the extensive network of underground services located underneath Richmond Street West."

Communication from the Public Works Department to the Planning and Development Department, dated April 18, 1988.

"I dealt with the proposal for the above noted site in my report to you of January 18, 1988.

The project has now been revised, among other things, to:

1. Eliminate the hotel;
2. Increase the amount of new office space proposed from 146 318 to 161 716 square metres for a total of 200 878 square metres including the existing Simpsons office tower;
3. Increase the amount of new retail and restaurant space proposed from 19 509 square metres to 20 467 square metres for a total of 90 547 square metres including the existing Simpsons store;
4. Redesign the underground truck court to provide a total of 20 Type A and B loading spaces;
5. Provide for service connections from the truck court to the properties fronting on Bay Street, immediately west of the site;
6. Redesign the layout of the parking garage to provide approximately 1050 parking spaces, including 10 courier parking spaces;
7. Enlarge the truck court serving the low rise retail buildings on the Yonge Street frontage of the site, between Adelaide Street East and Temperance Street; and

Land Use Committee

c711uc88451:114
October 4, 1988

8. Provide a 950 square metre service and holding area for the existing Simpsons store under Richmond Street West.

The proposed supply and layout of the parking and loading facilities in the underground garage are satisfactory to serve the revised project. The provision of service connections from the truck court to the properties fronting on Bay Street is consistent with Recommendation No. 7 in my January 18, 1988, report.

I will comment on the adequacy of the truck court serving the retail buildings on the Yonge Street frontage of the site between Adelaide Street East and Temperance Street when I receive the information requested in Recommendation No. 6 in my earlier report.

It will be necessary for the owner to submit a separate application to my Department for the proposed service and holding area under Richmond Street West.

The revised plans do not indicate the use of all of the space proposed under Temperance Street. The proposal should be clarified in this regard.

As a result of the revisions, Recommendation No. 11 should be added to my report to you of January 18, 1988, as follows:

11. Submit revised plans showing the use of all of the floor space proposed under Temperance Street."

Comments of the Commissioner of Public Works dated April 11, 1988.

"The transportation analysis undertaken by the B-A Consulting Group assesses the implications of the proposed Bay-Adelaide Centre in terms of projected impacts on local traffic operations, the public transit system and the broader regional transportation network. It also reviews vehicular, pedestrian and subway access, parking and loading requirements for the project. The transportation impacts of several other proposed Central Area developments are also incorporated in the analysis.

The basis of this transportation assessment is a development proposal that involves:

1. The majority of the lands bounded by Queen Street West, Yonge Street, Adelaide Street West and Bay Street. A

Land Use Committee

c711uc88451:114
October 4, 1988

total site area of 24 409 square metres, including the existing Simpson store and office tower block with all new development confined to the blocks south of Richmond Street West. Temperance Street will remain open;

2. New office uses consisting of 161 716 square metres for a total of 200 878 square metres, including the existing Simpson Tower;
3. New retail uses consisting of 20 467 square metres for a total of 90 542 square metres, including the existing Simpson store; and
4. A 1,000-space parking garage. The existing Simpsons parking structure and other on-site surface lots are to be removed.

The total floor area of the project (existing and proposed) is 291 420 square metres and represents a floor area ratio of approximately 11.9 times the site area. The current land use mix used in this analysis has been modified from that originally proposed, upon which my report of January 18, 1988, was based. I will review my requirements and will report further on the recently submitted revised plans.

1. Method of Analysis

The consultant employed a "marginal transportation analysis" method to assess the impacts of the Bay-Adelaide Centre. An estimation of a.m. and p.m. peak hour trip generation was derived based on a number of conventional parameters such as floor space per worker, attendance, peaking characteristics, modal split and vehicle occupancy. These volumes were distributed in accordance with place of residence - place of work trends and added to existing traffic and transit counts. In addition to the Bay-Adelaide Centre, the transportation implications of a further 21 Central Area developments, either proposed, committed or under construction were assessed in a similar manner with the resultant projected travel volumes also being added to the transportation networks. The traffic assignments assumed that no major additional road facilities (e.g. Front Street West Extension, Gardiner Expressway Widening) would be in place within the time frame of these developments.

This "marginal analysis" approach however does not fully address a number of complex relationships such as peak spreading, reduced peak, travel demand, increasing floor space per worker trends, the changing nature of full time versus

Land Use Committee

c711uc88451:114
October 4, 1988

part time employment and general dynamics of traffic patterns in the context of the Central Area. These factors have tended to moderate the peak hour transportation impacts of new downtown office development over time. Further, in the consultant's study, no traffic was removed from the existing road network volumes to compensate for the removal/replacement of existing parking spaces on the Bay-Adelaide Centre site or the other development sites in the Central Area. As a result, I consider the transportation analysis to be conservative given that it likely overestimates the composite peak effects of the Bay-Adelaide Centre and the other 21 developments on the road and public transit networks.

In addition to the marginal analysis, the consultant conducted a sensitivity analysis of the intersections immediately adjacent to the site by estimating traffic generated by the Bay-Adelaide site on the basis of its total assumed 1,000-space parking supply. Two instances were provided for comparison purposes:

1. Removal of existing parking lot traffic; and
2. No adjustments to existing traffic volumes.

Due to the size of the proposed parking facility however, the site generated traffic volumes based on parking demands are very similar to those derived through the marginal approach and result in a negligible difference in overall intersection operations.

2. Local Traffic Impact

It is estimated that the Bay-Adelaide Centre will accommodate approximately 6,100 new employees, which will generate in the order of 2,850 peak hour peak direction person trips. The assumed modal split of 20% auto, 47% TTC subway, 8% TTC surface routes, 20% GO Transit and 5% walk, bicycle and "other" is generally consistent with current cordon and survey information and has been used in recent assessments of other downtown developments (e.g. BCE Place). It is estimated that 435 peak hour peak direction vehicle trips will be generated by the Bay-Adelaide Centre.

Overall intersection operations and critical movements were determined under existing conditions and with the future development (Bay-Adelaide Centre and the 21 other potential projects) in place. An assessment of the volume to capacity ratios which provide a measure of the acceptability of operating conditions was also conducted.

This analysis indicates that the intersections adjacent to the site, namely Queen/Bay, Queen/Yonge, Richmond/Bay, Richmond/Yonge, Adelaide/Bay and Adelaide/Yonge, currently experience acceptable operating conditions and will continue to do so with the additional traffic generated by both the Bay-Adelaide Centre and other developments included in the analysis. I agree with the consultant's forecast of traffic operations and impact of the project on the local street system and concur with his analysis conclusion that the anticipated Bay-Adelaide Centre traffic can be accommodated on the local road network.

3. Regional Traffic Impact

In addition to the local intersections noted above, 14 other major Central Area intersections and the key Don Valley Parkway and Gardiner Expressway ramp connections were also analyzed. A further 2,770 peak hour, peak direction vehicle trips were estimated to be generated by the 21 sites in addition to the estimated Bay-Adelaide Centre traffic. The analysis confirms that there are congestion points in the surrounding road network, particularly in accessing the Central Area.

In the longer term, some of the regional roadway improvements currently being considered, such as the Front Street West Extension and the Gardiner Expressway Widening, will help to alleviate these problems and assist in providing better distribution of traffic to and from the Central Area in general. However, based on my review of the consultant's data, I believe the existing road network can accommodate the level of development analysed in this study in a generally acceptable manner, recognizing that congestion levels and delay will increase at a number of specific locations.

With respect to the Bay-Adelaide Centre in particular, the direct impact of traffic related to this development is minor in relation to overall existing and projected volumes. In my view, it is not possible to isolate this proposal as the source of increased unacceptable congestion levels or the breakdown of roadway operations, particularly at outlying intersections or ramps where the effects of traffic dispersion largely negate the traffic impact of the Bay-Adelaide Centre.

4. Public Transit Impact and Pedestrian Access

Underground pedestrian connections are proposed as integral components to link the Bay-Adelaide Centre to 2 subway stations on the Yonge line: Queen, by means of a new

Land Use Committee

c711uc88451:114
October 4, 1988

connection below Richmond Street West through the Simpson store; and King through a new connection under Adelaide Street West joining to the Scotia Plaza pedestrian system. These links will also complete the north-south pedestrian network east of Bay Street, which includes Commerce Court and BCE Place, and permit climate controlled access from the development to the GO train terminal at Union Station. A further link is also proposed under Bay Street, south of Queen Street, to join with the existing pedestrian network on the west side of Bay Street. I consider these connections important links in the City's downtown pedestrian system and feel they will serve to enhance public transit accessibility to the Central Area. These links will also help resolve pedestrian vehicle conflicts at the intersections. Arrangements should be made to ensure that the route through the Simpson store is available outside store operating hours.

Public transit is estimated to serve approximately 2,145 peak hour trips or 75% of the total trips generated by the Bay-Adelaide Centre as follows: 1,345 TTC subway trips, 235 TTC surface transit trips and 565 GO Transit trips.

The largest component has been assigned to the TTC subway, with 60% to the Yonge line and 40% to the University line. Central Area Monitoring Programme data indicates that current peak hour, peak direction subway ridership at the critical point south of Bloor Street is in the order of 32,000 on the Yonge line and 24,000 on the University line for a total of approximately 56,000 passengers. The estimated hourly capacity range has been identified as 68,000 riders (practical) to 72,000 riders (crush loadings). Presently there is an overall residual capacity of 12,000 to 16,000 at this controlling point in the system.

In addition to the projected generation of 1,345 peak direction passengers from the Bay-Adelaide Centre, the consultant estimated a further 8,500 riders from the other 21 developments. My review of the consultant's analysis indicates that the major generators are the Bay-Adelaide Centre, Scotia Plaza and BCE Place, which account for approximately 45% of the total estimated growth in subway ridership. Accordingly, when these 3 developments are in place, I anticipate that peak hour ridership on the Yonge line will be within the practical capacity range. There will, however, be considerable residual capacity available on the University line. The 60%/40% split assumed by the consultant is predicated on the likelihood that those riders arriving from the north via the Spadina line and from the west via the Bloor line will likely consider the University route more

Land Use Committee

c71luc88451:114

October 4, 1988

attractive. Due to the short additional distance required to access King and Queen Stations from the south (e.g. continuing the trip beyond Union Station and north on the Yonge line in the a.m. peak), I do not consider this to be an unreasonable demand on subway riders. At such time as the full impacts of the other developments are realized, combined ridership levels are projected to be slightly below the practical capacity threshold of the combined lines. I conclude that sufficient subway capacity is available to serve the projected ridership demand generated by the Bay-Adelaide Centre and the other developments analyzed, however, in the long term as development continues, there will have to be a more equal distribution of passengers between the Yonge and University lines.

The consultant also conducted a review of station circulation and pedestrian capacity of station access points at the Queen Street and King Street Stations of the Yonge subway line. This review indicates that Queen Station will be the primary access point for the Bay-Adelaide Centre. The critical access point to Queen Station is the stairwell leading to street level at the south-west corner of the Queen/Yonge intersection, where some queueing presently occurs in the a.m. peak. I agree with the conclusion that pedestrian delays at this constraining point will be relieved with the opening of the proposed pedestrian connection through the Simpson store. I do not anticipate that the new pedestrian traffic generated by the Bay-Adelaide Centre will have any adverse impacts on subway operations.

The key pedestrian access point to King Street Station for the Bay-Adelaide Centre is the stairway to the north side of King Street. This facility is being replaced by a concourse to Scotia Plaza that will triple the existing capacity. Again, I concur with the consultant's conclusion that the anticipated pedestrian volumes at King Station can be accommodated in an acceptable manner.

The projected surface transit demand, when added to existing ridership levels, can likewise be accommodated with appropriate operational adjustments to the existing levels of service.

The final component of public transit demand, to be served by GO Transit, will benefit from the underground pedestrian network connecting the development to Union Station. In terms of projected GO Transit ridership from the Bay-Adelaide Centre and other development sites, I would anticipate increasing congestion on the Lake Shore West line as volumes are

Land Use Committee

c711uc88451:114
October 4, 1988

projected to approach capacity. However, given the development patterns occurring to the west of Metropolitan Toronto and the proposed incremental GO service improvements, including the addition of 2 peak period trains on the Milton line in 1988, I feel there is adequate system capacity available to serve this demand.

5. Parking, Loading and Access

I will be reporting separately on parking and loading, including the loading related to adjoining properties, on the revised plans.

In addition to servicing the new development, the proposed loading facilities will be designed to accommodate all loading operations for the Simpson store, which currently take place on Richmond Street West. The loading area will be accessed by means of an exclusive ramp to Richmond Street West near the north-west corner of the site. A courier reception facility is also proposed within the parking garage consisting of 8 to 12 informal loading/holding spaces. I am strongly supportive of these initiatives and believe that they will remove the queueing of trucks from Richmond Street West and improve traffic flow accordingly.

Vehicle access to the parking garage is proposed to take advantage of the Richmond-Adelaide one-way pair. The plan incorporates one access driveway to each street operating in an "English style" manner to avoid turning conflicts. No parking garage access is proposed to Temperance Street. The driveways to Richmond Street West and Adelaide Street West are to be located approximately 46 m and 52 m west of Yonge Street, respectively.

Capacity analysis by the consultant indicates that this access configuration will serve the parking garage in an efficient, convenient manner. I am in agreement with this assessment and the site access, as proposed, is acceptable.

6. Summary

I am in agreement with the consultant's conclusion that the existing road and transit systems can accommodate the proposed Bay-Adelaide Centre.

As I noted previously, a strong correlation between office floor space growth in the downtown and increased transportation demand as implied in the "marginal" analysis method used in this assessment has not occurred over the past

Land Use Committee

c711uc88451:114
October 4, 1988

several years. This procedure, therefore, results in a maximum impact scenario and likely overestimates travel demand. However, I consider it vital that Central Area travel patterns continue to be closely monitored and assessed on a continuous basis. The Central Area Monitoring Programme, a multi-agency Metro/City co-operative effort, and the regular Metro and City cordon count programmes are key elements in this process. Further, the 5-year review component of the Network 2011 programme adopted by Metropolitan Toronto Council in 1986 must assess these trends and their impact on rapid transit needs and priorities for the Central Area.

Recommendations:

I recommend that:

1. Special employer/employee surveys be undertaken under the Central Area Monitoring Programme (CAMP) upon the completion and occupation of each of the Scotia Plaza, BCE Place and Bay-Adelaide Centre developments in order to assess the dynamics of the travel patterns of the employees with the results to be included in the annual CAMP report;
2. The first 5-year review of the Network 2011 Plan include a detailed assessment of the development and travel trends in the Central Area; and
3. Metro Council and the Toronto Transit Commission be requested to endorse the actions contained in Recommendation Nos. 1 and 2, above."

Communication from the Public Works Department to the Planning and Development, dated January 18, 1988.

"The site includes the majority of the lands in the three blocks bounded by Queen Street West, Yonge Street, Adelaide Street West and Bay Street.

The proposal involves:

1. Retention of the existing Simpsons store and office tower in the block bounded by Queen Street West, Yonge Street, Richmond Street West and Bay Street;
2. The demolition of the existing Simpsons garage and the construction of a commercial complex, including a 23-storey hotel, in the mid-block portion of the block

Land Use Committee

c711uc88451:114
October 4, 1988

bounded by Richmond Street West, Yonge Street, Temperance Street and Bay Street;

3. The construction of a 53-storey office tower in the mid-block portion of the block bounded by Temperance Street, Yonge Street, Adelaide Street West and Bay Street;
4. The construction of an underground garage containing 1,000 parking spaces and loading facilities beneath the two southern blocks and Temperance Street; and
5. The closing of the lanes in the block bounded by Temperance Street, Yonge Street, Adelaide Street West and Bay Street for incorporation into the site.

Excluding the existing Simpsons store and office tower, the project will contain 146 318 square metres of office space, 19 509 square metres of retail and restaurant space and a 24 433 square metre hotel.

Refuse Handling, Storage and Disposal

The City will provide the retail and restaurant components of the project with regular curbside garbage collection service in accordance with the provisions of By-law No. 20298, if requested. The owner should be required to provide and maintain garbage storage areas in accordance with Recommendation Nos. 4 and 5, below.

Garbage emanating from the office and hotel components of the project will far exceed the limits of By-law No. 20298 and it will be necessary for these components of the project to be serviced by a private garbage collection firm.

Street System

The site abuts Yonge Street, Richmond Street West and Adelaide Street West, which are under the jurisdiction of the Metropolitan Corporation, and Queen Street West, Temperance Street and Bay Street, which are under the City's jurisdiction.

An application for the closing and conveyancing of the lanes in the block bounded by Temperance Street, Yonge Street, Adelaide Street West and Bay Street for incorporation into the site is currently being processed in accordance with the provisions of the Municipal Act.

Land Use Committee

c711uc88451:114
October 4, 1988

The proposal includes the construction of pedestrian tunnels under Richmond Street West and Adelaide Street West, the underground garage under Temperance Street, a pedestrian bridge over Richmond Street West, and the planting of trees and installation of decorative paving within the limits of the abutting streets. Approval of this work will require the submission of separate applications to my Department.

Parking and Loading Supply

On the basis of the information available, the provision of 1,000 parking spaces will fall within the range of parking (minimum to maximum) permitted by the Zoning By-law.

Five Type A, 12 Type B and 2 Type C loading spaces are proposed in an underground loading facility to serve the new office tower, the existing Simpsons store and office tower, the proposed hotel and some of the retail space. In addition, 8 to 12 parking spaces in the parking garage will be designated for use by couriers. This will satisfy the anticipated loading demand and exceeds the minimum requirement of the Zoning By-law.

A 13.7 m x 16.8 m truck court accessible from Temperance Street by way of a 4.5 m driveway is provided to serve the low rise retail buildings proposed on Yonge and Temperance Streets, east of the office tower. Insufficient information is provided for me to assess the adequacy of the truck court to serve the buildings. The owner should be required to submit a detailed breakdown of the proposed floor areas in these buildings and a plan showing the location of service doors and the layout of the loading spaces, including access thereto. The truck court should be designed to enable trucks to enter and exit the site in a forward motion and to service all of the abutting properties, including the properties along the south side of the truck court which are not part of the site.

Servicing of Bay Street Properties

The site does not include the properties fronting on Bay Street between Richmond Street West and Adelaide Street West. Nonetheless, these properties are adjacent to the west end of the underground garage where the loading facilities are located and it may be possible to service these properties from the new development. This could eliminate the need for trucks to load and unload from the adjacent streets and represents an opportunity to improve the operation of the street system. The owner should be required to investigate

Land Use Committee

c711uc88451:114
October 4, 1988

the feasibility of providing service connections from the proposed development to the Bay Street properties with the owner and occupants of these properties and provide a report for my review and approval on the outcome of these investigations, including plans illustrating any proposals in this regard.

Transportation/Traffic Report

Recommendation No. 4 in your preliminary report of October 15, 1987, as adopted by the Land Use Committee, required the owner to submit, among other things, a transportation study for the project. I am currently reviewing the study and will submit a separate report on this matter.

Recommendations:

I recommend that the owner be required to:

1. Submit a Noise Impact Statement in accordance with City Council's requirements prior to the introduction of a bill in Council;
2. Construct the project in accordance with the Noise Impact Statement approved by the Commissioner of Public Works;
3. Provide space within the development for the construction of transformer vaults, Hydro and Bell manholes and sewer manholes required in connection with the development;
4. Provide and maintain a garbage storage area at least 1 cubic metre in size in each retail store established, if City garbage collection service is requested;
5. Provide and maintain a separate garbage storage area in each restaurant established, if City garbage collection service is requested;
6. Submit a detailed breakdown of the proposed floor areas of the retail buildings proposed on Yonge and Temperance Streets, east of the office tower, and a plan of the truck court servicing these buildings which shows the location of service doors and the layout of the loading spaces, including access thereto;
7. Investigate the feasibility of providing service connections from the proposed development to the Bay Street properties west of the site with the owners and occupants of these properties and submit a report to the

Land Use Committee

c711uc88451:114
October 4, 1988

Commissioner of Public Works on the outcome of these investigations, including plans illustrating any proposals in this regard; 8. Implement service connections to the Bay Street properties which are determined to be feasible on the basis of the above noted report, as required by the Commissioner of Public Works;

9. Obtain revised municipal numbering from the Department of Public Works prior to filing a formal application for a building permit;
10. Submit to the Commissioner of Public Works, at least 3 weeks prior to the introduction of a bill in Council:
 - (a) Reference Plans of Survey, in metric units and integrated with the Ontario Co-ordinate System, with a sufficient number of PARTS thereon to delineate the tunnels beneath the public highways, the pedestrian bridge, the buildings to be preserved, and the remainder of the site; and
 - (b) dimensioned plans showing the building envelopes for the purpose of preparing site specific exemption by-laws."
5. Communication from the Metropolitan Planning Department to the City of Toronto Planning and Development Department, dated August 19, 1988.

"This major commercial development involves a three-block assembly and density bonusing for historic preservation and assisted housing, resulting in 12 times coverage overall. All new floor space is on the southerly two blocks.

We assume that any approval of the project will be consistent with an overall density bonusing policy adopted by City Council for incorporation into the Central Area Plan and acceptable from a Metropolitan perspective. In the meantime, we are required to report to the Metropolitan Economic Development and Planning committee on each major development proposal in the Central Area, continuing to point out the cumulative impacts of approved developments on the limited residual transportation capacity and the resulting need for improvements to regional transportation facilities.

Land Use Committee

c711uc88451:114
October 4, 1988

Local Access and Pedestrian Circulation

The removal of the Simpsons loading bays on Richmond Street to underground is an improvement. Ideally, there should be an additional truck access on Adelaide Street and auto access on Richmond Street should be further away from the Yonge Street intersection. However, we understand that these are not feasible without adverse impacts on building design.

The pedestrian concourse through Simpsons to the Queen Station should be made more accessible to subway patrons with guaranteed access during peak periods of subway operation.

Regional Transportation Accessibility

The cumulative impacts of approved development call for ongoing commitments to transportation improvements. In this regard, Metropolitan staff are:

1. proceeding towards securing approval for the Front Street Extension and the widening of the Gardiner Expressway;
2. proposing a widening of York Street to 30 metres between Front Street and Lake Boulevard West;
3. proposing left turn lanes on Jarvis Street (southbound at Adelaide Street and northbound at Richmond Street) through reduction in sidewalk widths as an interim solution pending widening to 23 metres.

On a more site related basis, the one-way system proposed for Bay Street and Yonge Street would improve operations of adjacent intersections.

We consider that there is a need to improve the Central Area Monitoring programme and related modelling capability. Accordingly, we would invite City staff participation with Metropolitan Toronto, Toronto Transit Commission and GO staff.

Should you have any questions or comments respecting the foregoing, please call Phil Houghton at 392-8794."

Land Use Committee

c711uc88451:114
October 4, 1988

APPENDIX E

Minutes of a Planning Advisory Committee Public Meeting
Held in Committee Room 4, 2nd Floor, City Hall
Monday, July 18, 1988
7:30 p.m.

Part II Plan for the blocks bounded by
Queen, Bay, Adelaide and Yonge Streets and
the Bay Adelaide Project

PRESENT:

David Hutcheon - Planning Advisory Committee, Chairman of meeting
Marja Gates - Planning Advisory Committee
Ritvars Bregzis - Planning Advisory Committee
Ross Bobak - Planning Advisory Committee
George Hislop - Planning Advisory Committee
Michael Zaleski - Planning Advisory Committee
Paula Dill - Planning and Development Department
Marc Baraness - Planning and Development Department
Cathie Macdonald - Planning and Development Department
representatives of the developer
about 10 members of the public

David Hutcheon opened the meeting by introducing the Planning Advisory Committee members, and members of the Planning and Development Department, and by explaining the purpose of the meeting.

Paula Dill, the planner responsible for the application, explained the objectives for the area to be included in the proposed Part II Plan and how the application for the Bay Adelaide project meets those objectives. She then described changes to the application that have occurred since the first public meeting.

David Hutcheon then introduced the representatives of the applicant; Fedor Tisch - Webb Zerafa Menkes Housden Partnership
Paul J. Stagl - IBI Group; Peter Noehammer - B-A Consulting Group
- presentation by applicant

Ila Bossons asked what is the rationale of increasing the density from 8.0 times to 12.0 times density?

Paula Dill replied that an increase in density from 8.0 times to 12.0 times density is considered in exchange for the provision of

Land Use Committee

c711uc88451:114
October 4, 1988

public benefits such as assisted housing and the preservation of historic buildings. Paula Dill replied that the Planning Department evaluates the application when increased density is given in terms of its impact on the area as it relates to transportation, built form, scale, and architecture.

Ila Bossons asked why is there no provision for housing in the downtown.

Paula Dill replied that the Official Plan does provide for housing in the downtown and housing is being built in the downtown. However, the Official Plan states that the Financial District cannot be relied upon to fulfill housing targets. The density bonus provision in the Part II proposed for the Bay Adelaide project, provides an incentive to encourage assisted housing. The assisted housing is not being provided on the site, but the developer will be providing assisted housing sites within the Central Area.

Ila Bossons asked why approve another extremely dense project for which there is no transportation capacity? It will cause overloading of the Yonge Street transit system.

Paul Stagl replied that the report dated April 11, 1988 from the Department of Public Works responds to the transportation study submitted by the applicant. This report has not identified any major problems with respect to the overloading of the transit system. Paul Stagl also added that there are two components to the transportation issue. One is the impact of the development on the regional transportation network; and two is the impact of the development on the immediate area. The Metro Planning Department has to finalize their comments regarding the transportation capacity before Council considers the final report on this application.

Brigitte Shimm asked what amount of open space is to be dedicated as parkland and what percentage of the block is open space?

Paula Dill said that the amount of open space is about 50,000 sq. ft. This represents approximately 25% of the site area. The majority of open space will be park and will be accessible to the public.

Brigitte Shimm asked if there would be a competition for the square?

Paula Dill replied that this had not been considered but it was an idea that should be pursued.

Land Use Committee

c711uc88451:114
October 4, 1988

Brigitte Shimm asked about moving of Aikenheads' facade.

Fedor Tisch said that the Aikenheads facade will be located 50 ft. east of its current location on the south side of Temperance Street. The side walls will be rebuilt with the existing bricks and there will be a small parkette surrounding the Aikenheads building.

Brigitte Shimm was concerned that the facades were being used as plaques yet the developer was provided with bonuses. She was concerned that the facade was incongruous with what is behind the facade and the integrity of the building is lost.

Paula Dill explained that only one facade will exist within the project, at 17 Temperance Street (Aikenheads). More than just the facade will be retained at 45 Richmond Street. Both 45 Richmond and the Aikenhead's Facade are not the subject of specific bonusing.

Brigitte Shimm asked about the relationship of the scale of the relocated Aikenheads to the tower.

Paula Dill explained the proposal and the relative scale of the two structures.

Brigitte Shimm asked if there were shadow studies done with respect to open spaces.

Fedor Tisch responded that the park on the south block was surrounded by low buildings so there would always be some sun. The square on the north side of Temperance Street will have sun in the morning and late afternoon. These spaces will be quite usable in the summer at noon.

Tom Heslip asked for clarification regarding elevations as shown in the report. Paula Dill explained the drawings.

Tom Heslip asked if all of the Aikenheads building would be kept.

Fedor Tisch replied that two bays would be recreated with the same floor levels. The amount of floor space to be recreated is 10,000 sq. ft. on five floors. Paula Dill explained again that there were no bonuses for these facades.

Ila Bossons asked for a clarification of the percentage of land to be open space. She also asked if Temperance Street is included in the calculation of open space.

Land Use Committee

c711uc88451:114
October 4, 1988

Paula Dill explained again that the amount of aggregated open space is approximately 25% of the site area and that Temperance Street is not included as open space.

Ila Bossons asked about the shadow on Nathan Phillips Square?

Paula Dill responded that this issue was still under study and ways of further minimizing the shadow were being evaluated.

Ila Bossons asked how many stories would have to be taken off the office tower to remove any shadow on Nathan Phillips Square?

Paula Dill replied that the tower would have to be reduced by 15 stories not to have a shadow on Nathan Phillips Square.

Ila Bossons asked whether the developer is providing open space for the whole Simpsons block?

Paula Dill replied yes.

Ila Bossons asked how many additional people would be employed in the project?

Paul Stagl replied that there will be about 6,000 people.

Albert Smith asked what is the rationale for a one block approach as opposed to a three block approach?

Paula Dill replied that a comprehensive approach to development in order to achieve certain public benefits, not otherwise achievable, is the major rationale. The blocks are linked through ownership as were servicing connections.

Brigitte Shimm asked if there was any other example where private parking is provided under public streets?

Paula Dill replied that she is aware of a public underground parking garage under Front Street. It will be regulated through an encroachment agreement.

Brigitte Shimm asked how it is possible for the developer to lease land under a public street?

Paul Stagl said that it is possible to lease land under a public street through the Metro and City Streets By-law. The applicant has been working together with the Commissioner of Public Works to make sure that the proposal complies with the By-law.

Land Use Committee

c711uc88451:114
October 4, 1988

Marc Baraness added that providing for parking under public streets in this case, provides for the achievement of important public benefits. Specifically the removal of loading on Richmond Street and the rationalization of access to the underground parking garage to and from Adelaide and Richmond Streets.

George Hislop said that an example of garages under streets exists and cited the the proposed parking garage under Victoria Street, associated with the King Edward Hotel as an example.

George Hislop asked about the existing utilities underground?

Paul Stagl said that the Commissioner of Public Works advised that there is no major reworking of the infrastructure. Fedor Tisch said that only utility that will have to be reworked are the storm sewers under Temperance Street.

Ritvars Bregzis asked if the 12 times density applies to just the Markborough/Trizec lands, or to the entire lands covered by the Part II Plan.

Paula Dill said that the 12 times density is applied to all the lands in the 3 blocks covered by the Part II Plan.

Marja Gates asked if Temperance Street remains a street?

Paula Dill replied yes that it is a pedestrian and vehicular street. The drawings indicate improvements to the pavement and streetscape on Temperance Street.

Ila Bossons asked if the project complies with the Zoning By-law regulations regarding parking and loading?

Paula Dill replied that the project does comply with these regulations based on the advice of the Commissioner of Public Works. There is a minimum and maximum parking requirement and the project's parking spaces fall within this range.

Ross Bobak said that he was pleased that the applicant took the time and money to send out the traffic and shadow studies to all the Planning Advisory Committee members. Will these studies be updated?

Paula Dill replied yes.

Ross Bobak asked if there will be a graphic of the shadows in the final report. He also asked about the transportation impact analysis adding that the submission was thorough. He questioned the current operational capacity of the surface and subway

Land Use Committee

c71luc88451:114
October 4, 1988

systems. He also inquired about what would be included in the final report and whether the traffic study is comprehensive enough.

Peter Noehammer answered the question with respect to the comprehensive nature of the traffic study. The traffic study analyzed the additional demands on the transportation system by the Bay Adelaide project in addition to the 20 major developments in the central area. This study also included a volume to capacity analysis for 22 intersections in the central area which are identified in the transportation summary report.

Paula Dill responded that the Planning Department and Public Works has already reviewed the matter and have not found a problem with the transportation capacity. Metro Planning Department is in the process of reviewing B-A's report and have yet to finalize their comments.

George Hislop asked if only the as-of-right density were built, what would be the maximum height that could be achieved for the office tower.

Paula Dill responded that it depends where the density is allocated, whether the density is located in one block or spread out over the entire block. There is a height limit of 137 m existing on the area.

Ila Bossons wanted a copy of the B-A transportation report.

Peter Noehammer indicated that we could get a copy of this report to her.

Francine Cozy asked how the one-way street system affects the transportation analysis.

Peter Noehammer from B-A Consulting Group indicated that the one-way street system would slightly improve the overall surface transportation.

Francine Cozy asked who owns the tunnels?

Paula Dill answered that the City owns the tunnels and the City would lease the tunnels back to the developers.

Ritvars Bregzis asked what was the formula used to arrive at the number of assisted housing units?

Paula Dill said that the number of assisted housing units is 561 and it was arrived at on a calculation used for the BCE project

Land Use Committee

c711uc88451:114
October 4, 1988

which is based on what it costs to produce a unit of assisted housing. The formula is the subject of a report "Guidelines for Bonusing Pursuant to Section 36 of the Planning Act" currently before City Council.

George Hislop asked whether the two blocks will be developed at one time or in stages?

Paul Stagl said the project will be phased but the below-grade component will be built at one time.

George Hislop asked about handicap access?

Paula Dill replied this is secured through development review.

Ila Bossons asked how long the lease would be for the Bay Street tunnel and what about a second tunnel on Bay Street?

Paula Dill replied that this is something the Commissioner of Public Works would consider in its future plans for extension of tunnels.

Ila Bossons asked about the number of assisted housing units?

Paula Dill described the BCE formula that was applied to the Bay Adelaide development.

Ila Bossons added that the density the developer was given was worth a lot more than what the City got in return as benefits.

Paula Dill advised that the ratio of density to benefits is based on a reasonable relationship between the value of the additional density and the value of the public benefits received by the City.

George Hislop asked if the BCE project provided a daycare centre and asked if the Bay Adelaide project was providing a daycare centre?

Paula Dill said that the City is considering including provision in Part II for a daycare centre, however there is currently no proposal to provide a daycare centre in the Bay Adelaide Centre.

Ross Bobak asked everyone to refer to Page 37 of the Transportation Impact Analysis Summary Report prepared by B-A Consulting Group Limited. This page refers to the levels of congestion in the subway and streets. He asked whether the paragraph suggested that rush hour be extended over a longer period of time and therefore the burden of the traffic problem is put onto the commuter?

Land Use Committee

c711uc88451:114
October 4, 1988

Paul Stagl replied that transportation capacity could be improved by extending the peak periods into the shoulder hours.

George Hislop recognized that two subway stations will be affected, Queen/Yonge and King/Yonge. He questioned when the worst rush hour conditions would occur, in the morning or in the afternoon?

Peter Noehammer of B-A Consulting Group indicated that the morning rush hour was the worst peak hour rush conditions.

Albert Smith asked what the next step will be and when will the negotiations be made public.

Paula Dill indicated that the results of the negotiations will be incorporated into the final report, but the negotiations process itself is not made public. We are here at the Planning Advisory Committee meeting to advise the public of the negotiations in order to get public input. The Planning and Development Department will review these concerns for the final report.

Albert Smith also indicated that there were a number of outstanding issues and wondered if these issues will not be presented to the public as a fait accompli.

Paula Dill indicated the public has two more opportunities to deputize: the final report will be before the regular meeting of Planning Advisory Committee and the Land Use Committee public meeting.

Brigitte Shimm agreed that there has been an important leap in the amount of open space, following the first meeting. She followed up on the idea of a public competition for the park. She is concerned more with the quality of design and architecture rather than the height of the building.

Ila Bossons asked if the Simpsons building was in danger of being torn down?

Paula Dill said that Simpsons is not in danger of being torn down today, but could be in the future. It is important to note that the Part I Plan provides an exemption for historic buildings as an incentive to preserve historic buildings notwithstanding whether they are threatened.

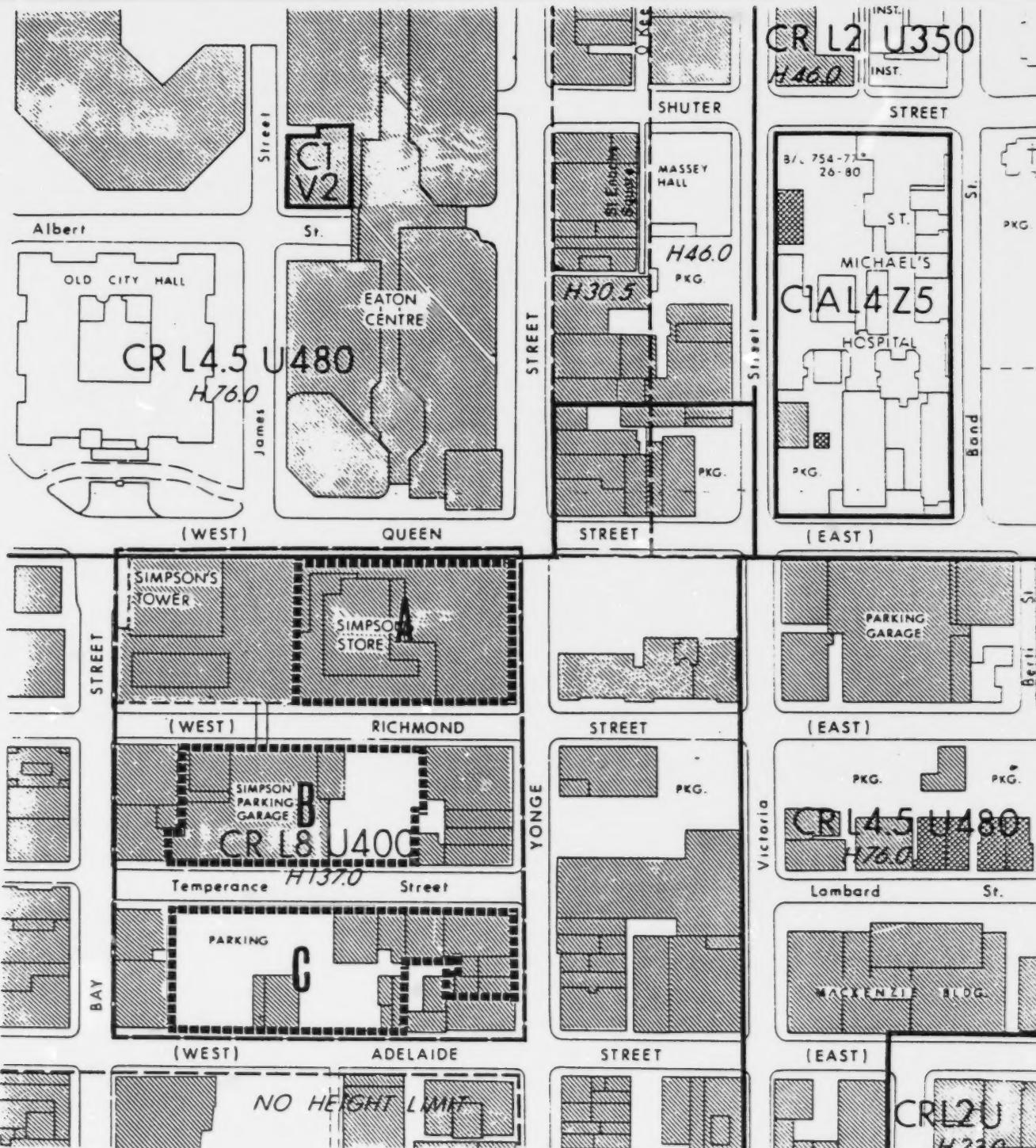
Ila Bossons asked why there was a historical bonus given for Simpsons when the developer does not own Simpsons?

Land Use Committee

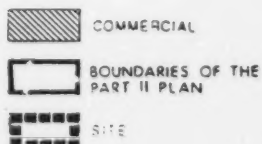
c711uc88451:114
October 4, 1988

Paula Dill indicated that Simpsons and Markborough are owned by the same company and that Simpsons must be included in the overall development in order to secure its preservation and obtain benefits related to improvements that will be made to the south facade of the store.

The meeting was adjourned at 9:30 p.m.



PLANNING DISTRICT THE FINANCIAL DISTRICT
 ZONING MAP SHEET 50G-323
 WARD 8
 C.P. DESIGNATION THE FINANCIAL DISTRICT



QUEEN, YONGE, ADELAIDE AND BAY STREET BLOCK PRESENT ZONING AND LAND USE

APPLICATION No 2034
 ASSIGNMENT No 545/12034
 DRAWN BY CGH

SCALE 1:2400

AUGUST, 1938
 CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
 ROBERT E. MILWARD, COMMISSIONER
 CENTRAL CORE AND WATERFRONT PLANNING DIVISION

1





 Pedestrian Mall
Connections

 Historic
Buildings

CONTEXT MAP

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

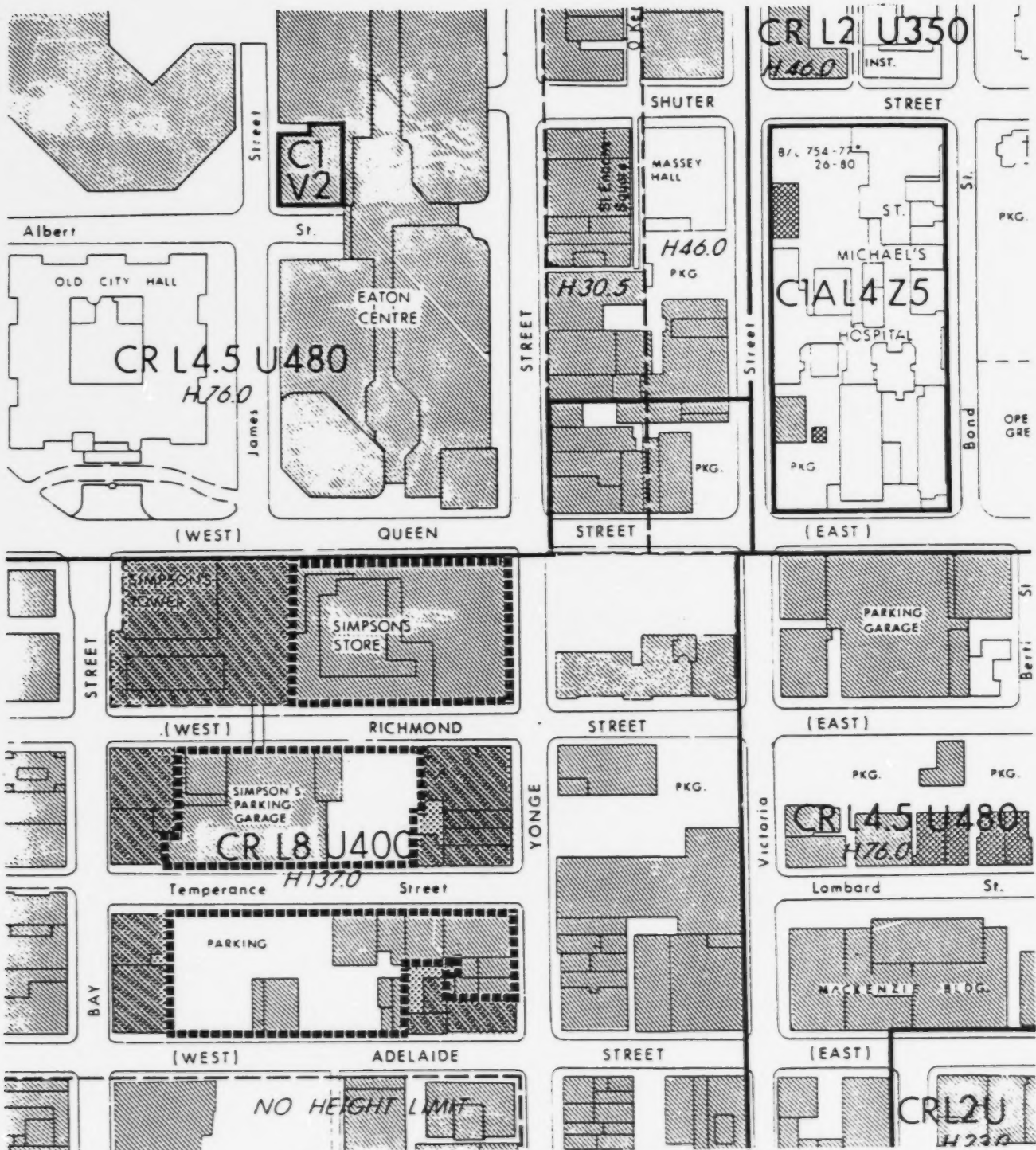
CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

APRIL 1988

2





Queen, Yonge, Adelaide and Bay Street Block

Planning District : The Financial District

Zoning Map : 50G-323

Ward : 6

O.P. Designation : The Financial District

 Lands Part of Application 2034

 Lands Not Part of Application 2034

Part II Area

Application No. 2034

Assignment No. 545/12034

Drawn By: J.K.

Scale: 1 : 2400

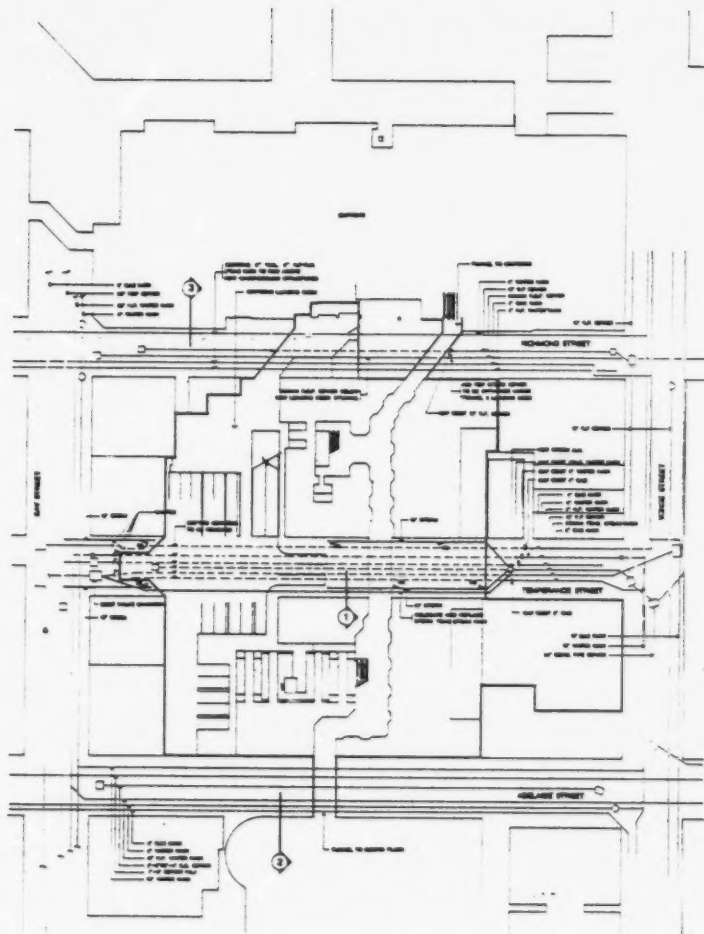
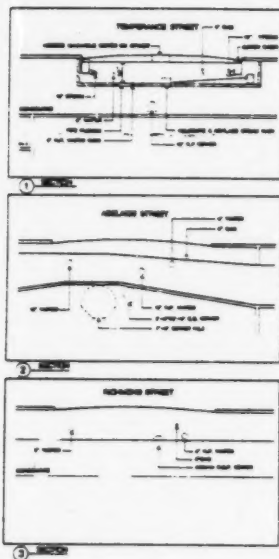
August 1988

City of Toronto Planning & Development Department
Robert E. Millward, Commissioner

Central Core & Waterfront Division

P.D.
A.T.

3
↑



4

SITE SERVICES

APPLICANT'S DRAWING

APPLICATION NO. 2034

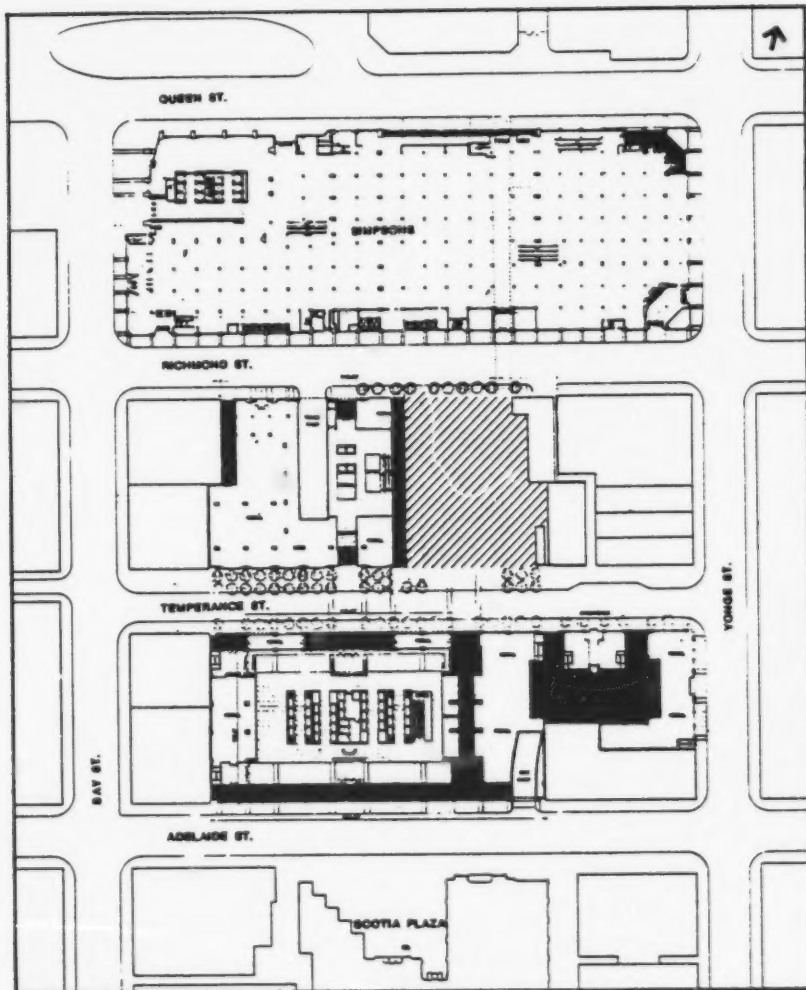
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION



REDUCED DRAWING

AUGUST, 1988



OPEN SPACE
AND THROUGH BLOCK CONNECTIONS

GROUND

OPEN SPACE & THROUGH BLOCK CONNECTIONS - GROUND LEVEL

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

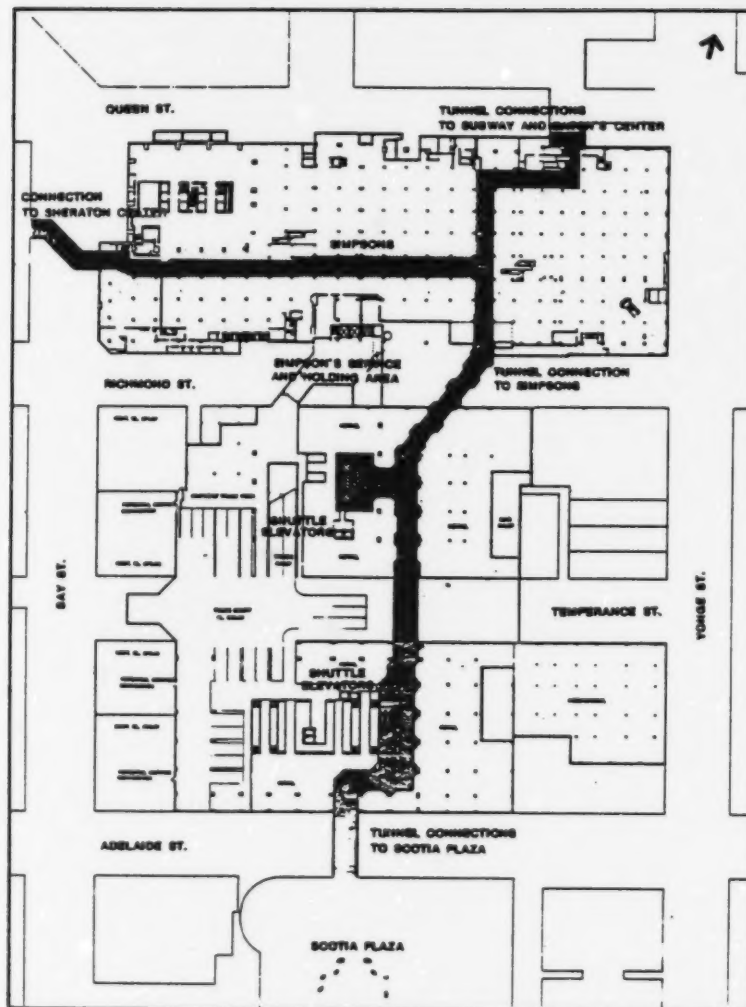
CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

AUGUST, 1988

5





THROUGH BLOCK CONNECTIONS

CONCOURSE

6

OPEN SPACE & THROUGH BLOCK CONNECTIONS - CONCOURSE LEVEL

APPLICANT'S DRAWING

APPLICATION NO. 2034

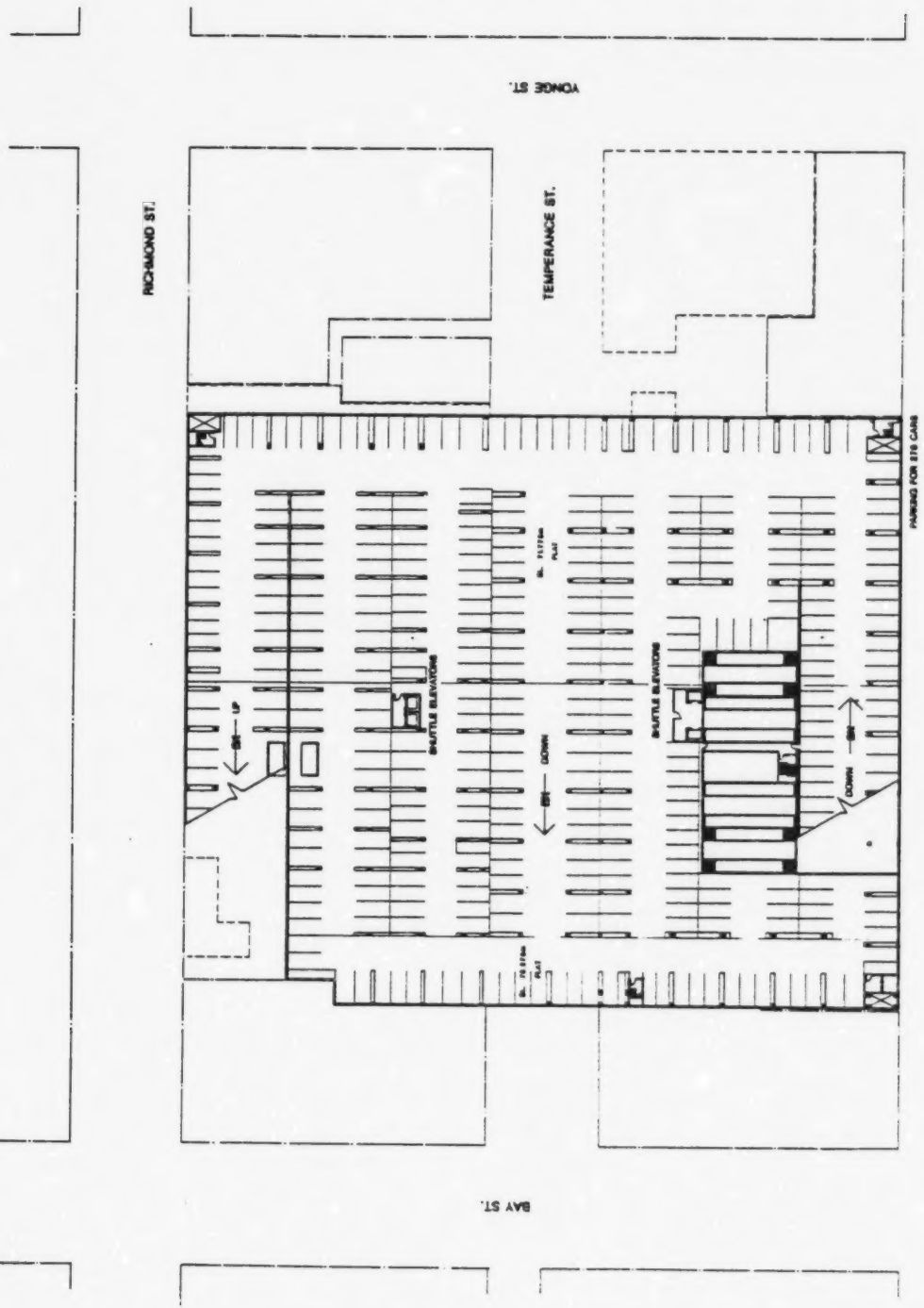
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

AUGUST, 1988





PARKING LEVEL P3 **APPLICANT'S DRAWING**

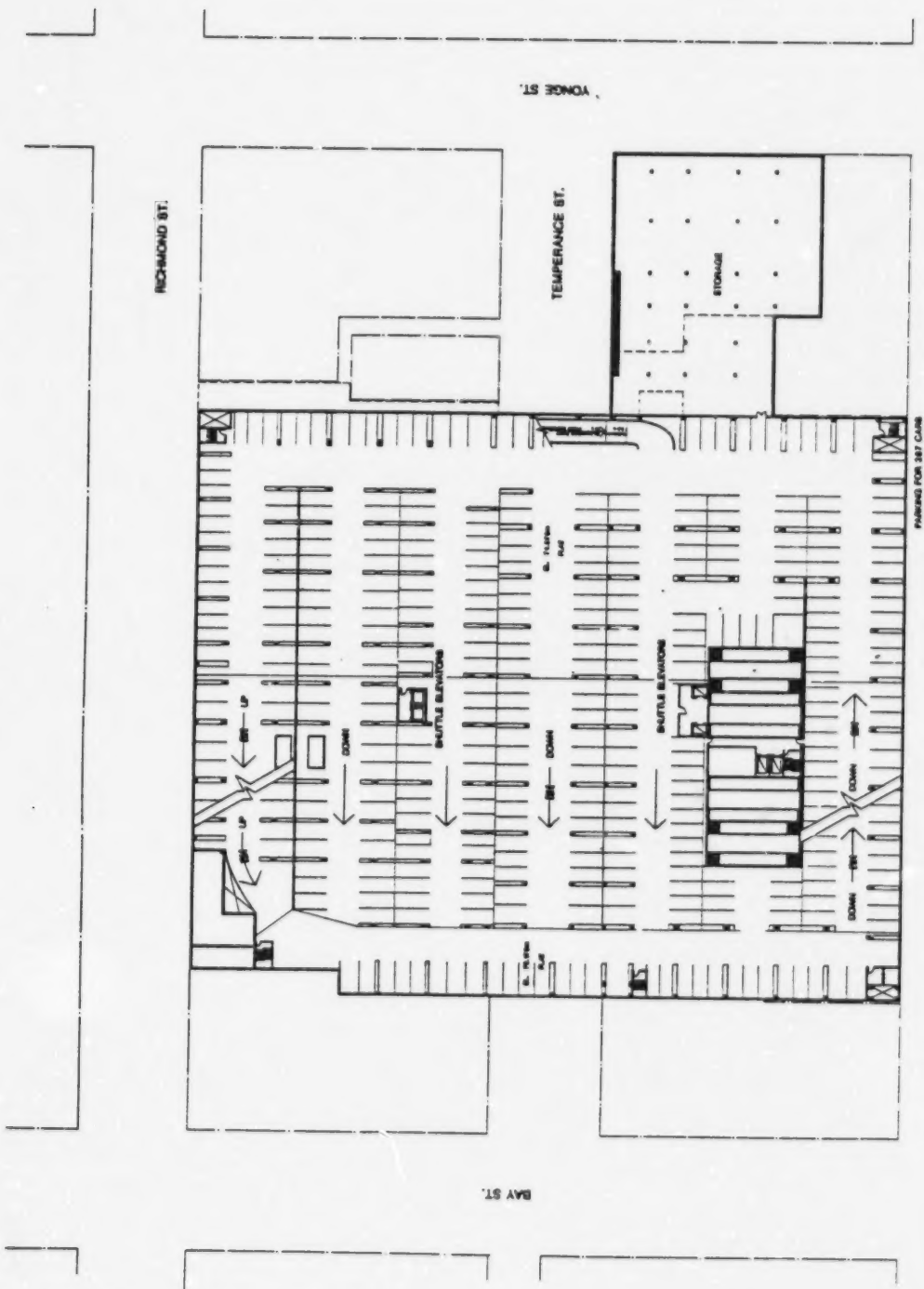
APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
 Robert E. Millward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

AUGUST, 1988



PARKING LEVEL P2

APPLICANT'S DRAWING

APPLICATION NO. 2034

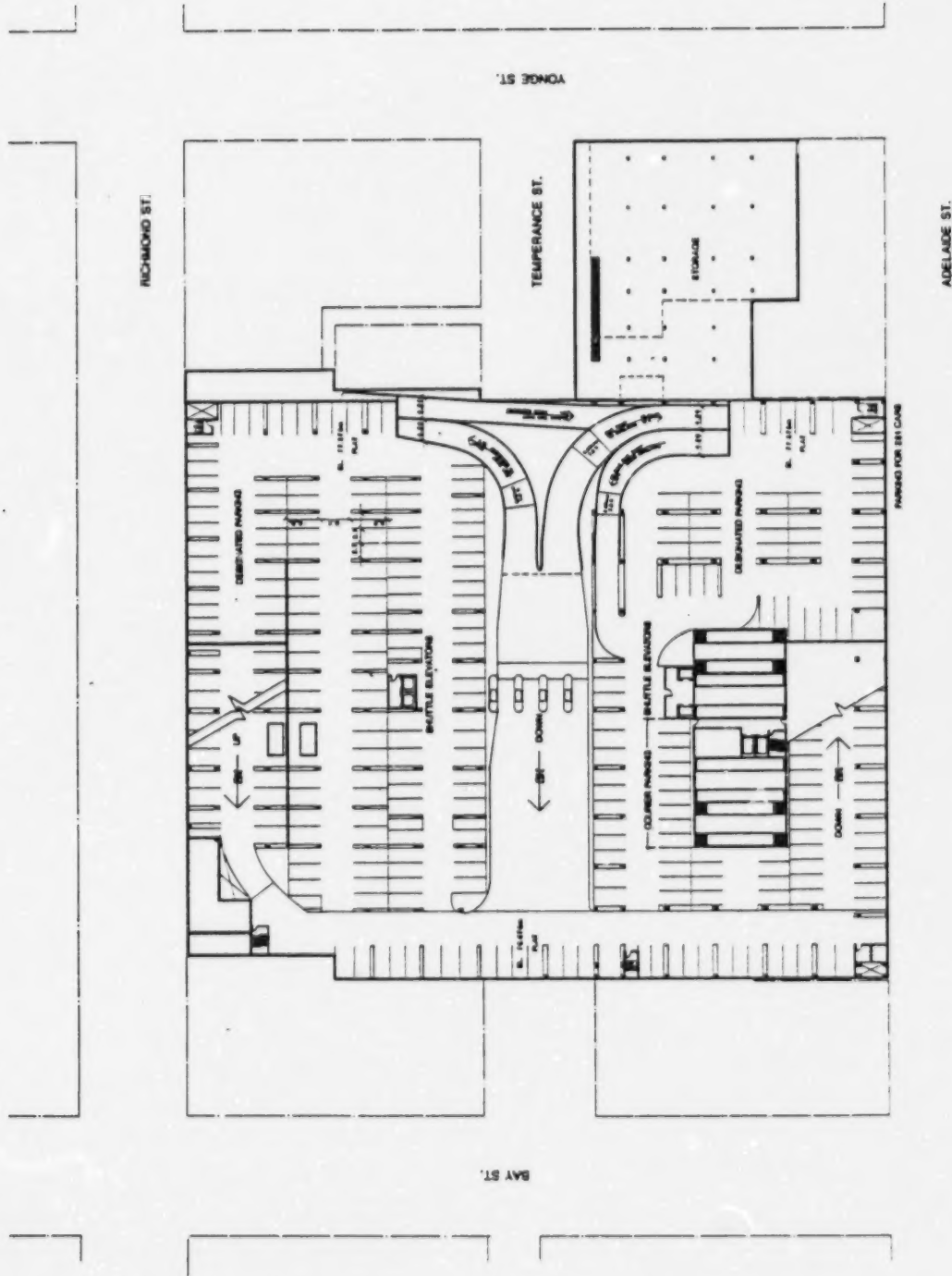
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

AUGUST, 1988





PARKING LEVEL P1

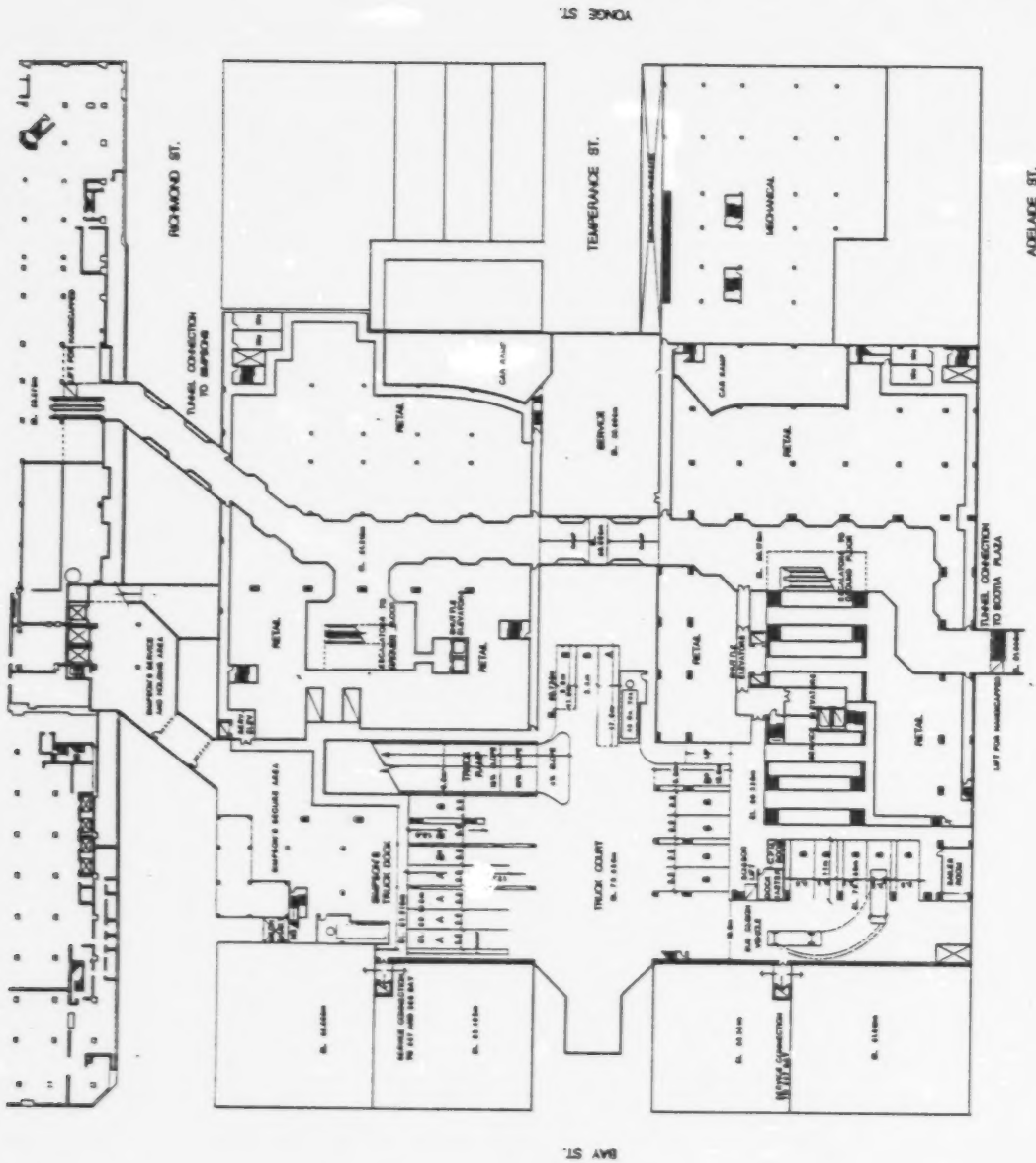
APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING
AUGUST, 1988



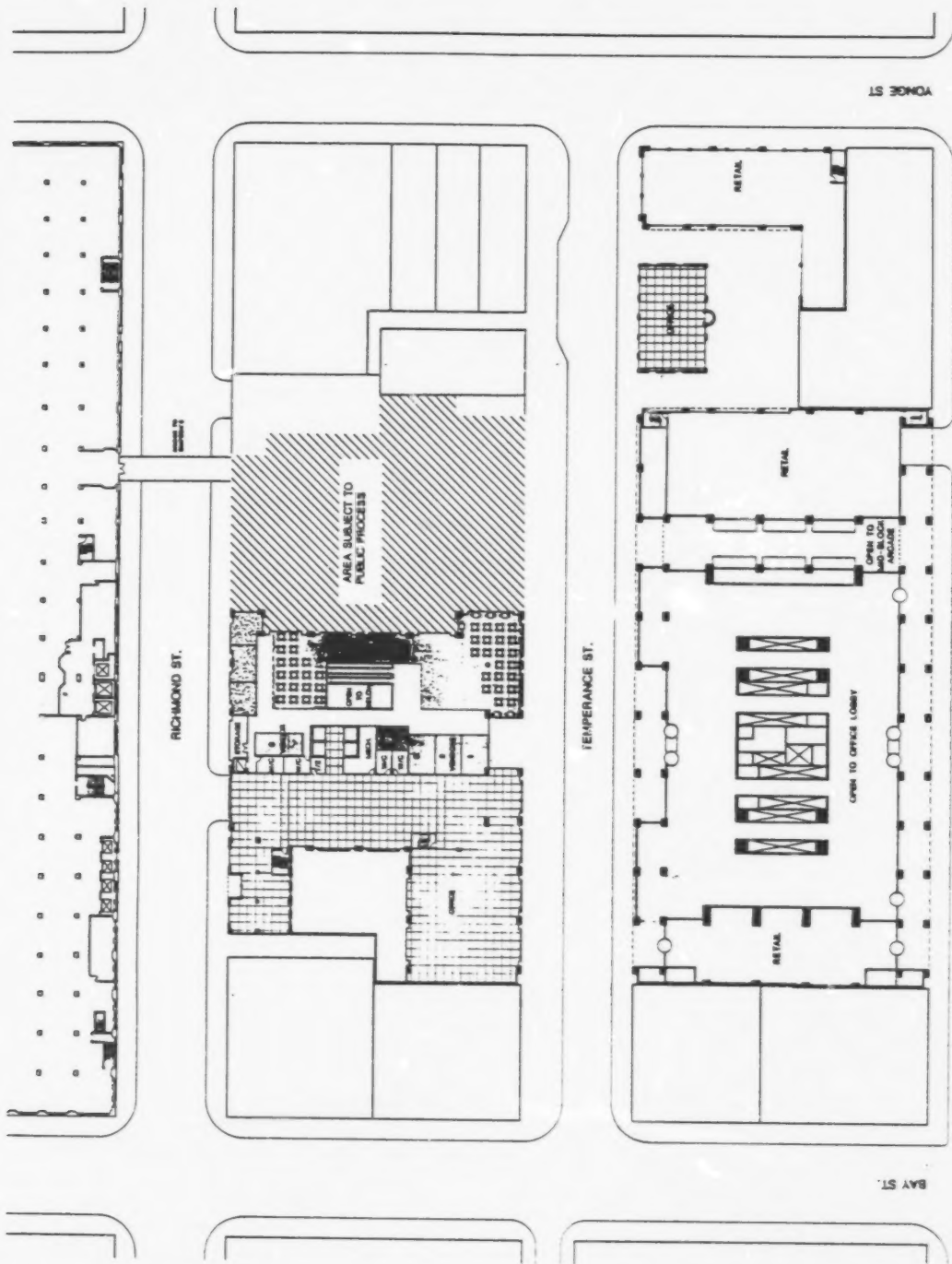
CONCOURSE PLAN APPLICANT'S DRAWING APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
 Robert E. Millward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION



REDUCED DRAWING
 AUGUST, 1988



SECOND FLOOR PLAN

APPLICANT'S DRAWING

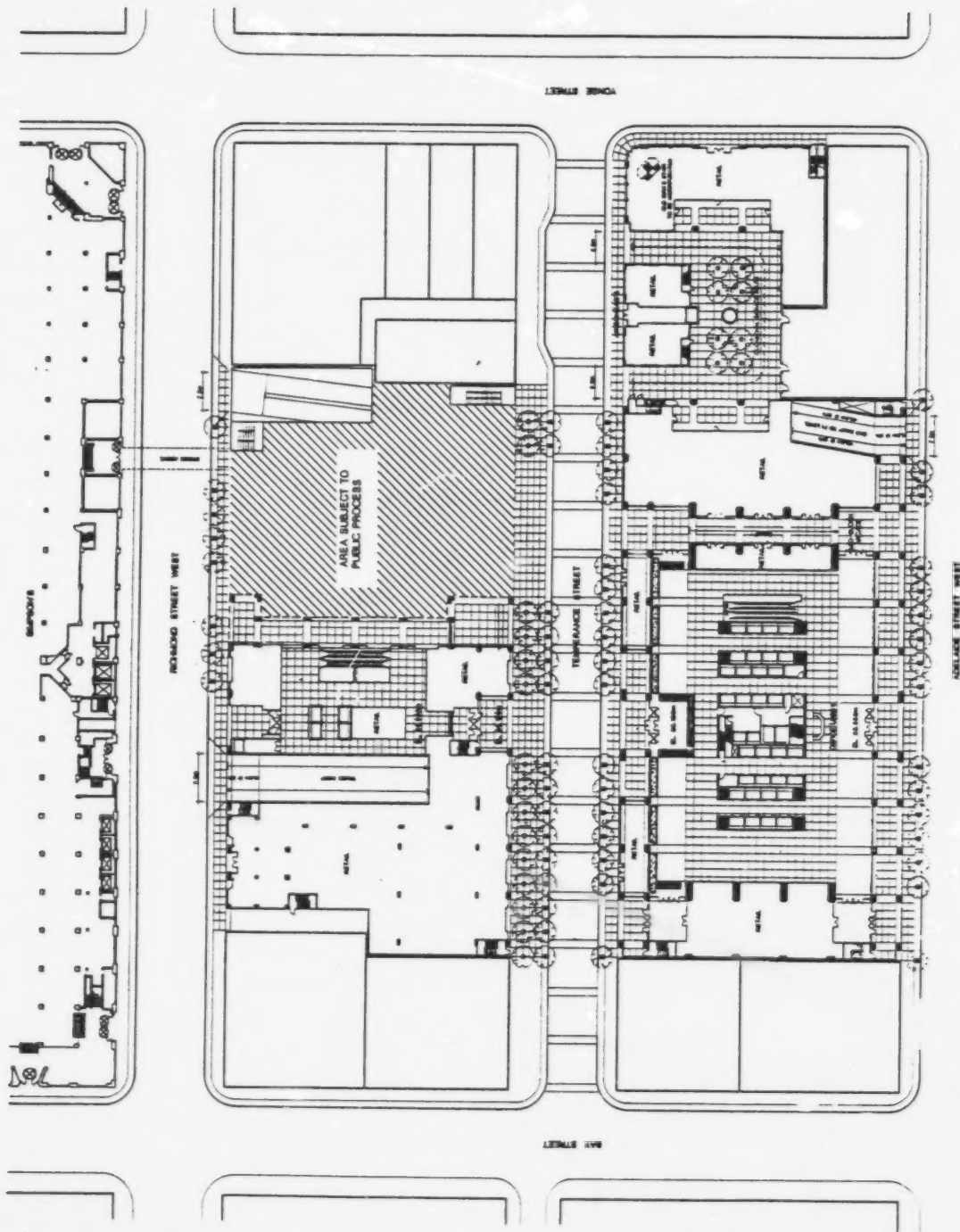
APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

Robert E. Milward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING
AUGUST, 1988



GROUND FLOOR PLAN

APPLICANT'S DRAWING

APPLICATION NO. 2034

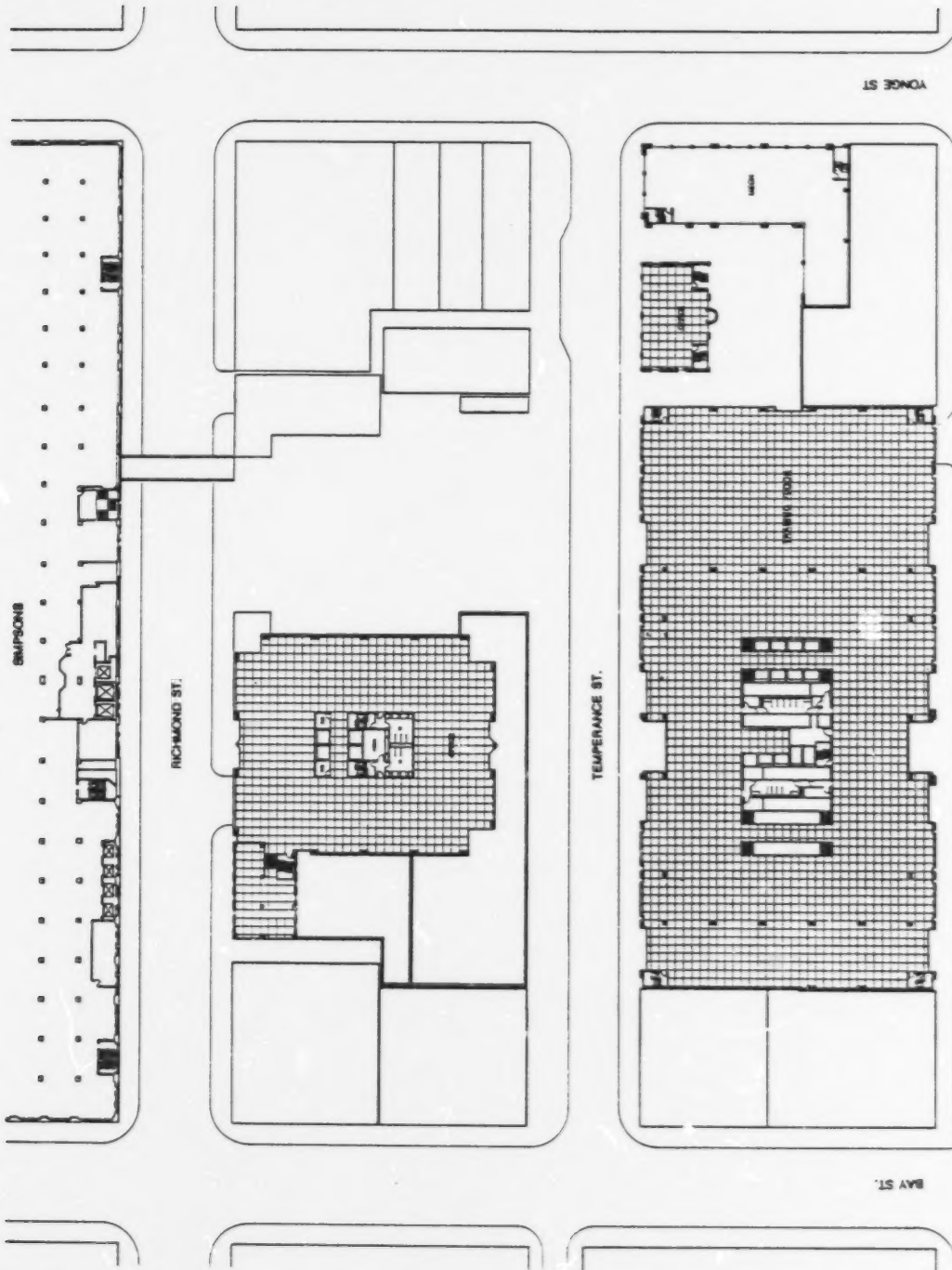
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

Robert E. Millward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

AUGUST, 1988



THIRD FLOOR PLAN TRADING FLOOR

APPLICANT'S DRAWING

APPLICATION NO. 2034

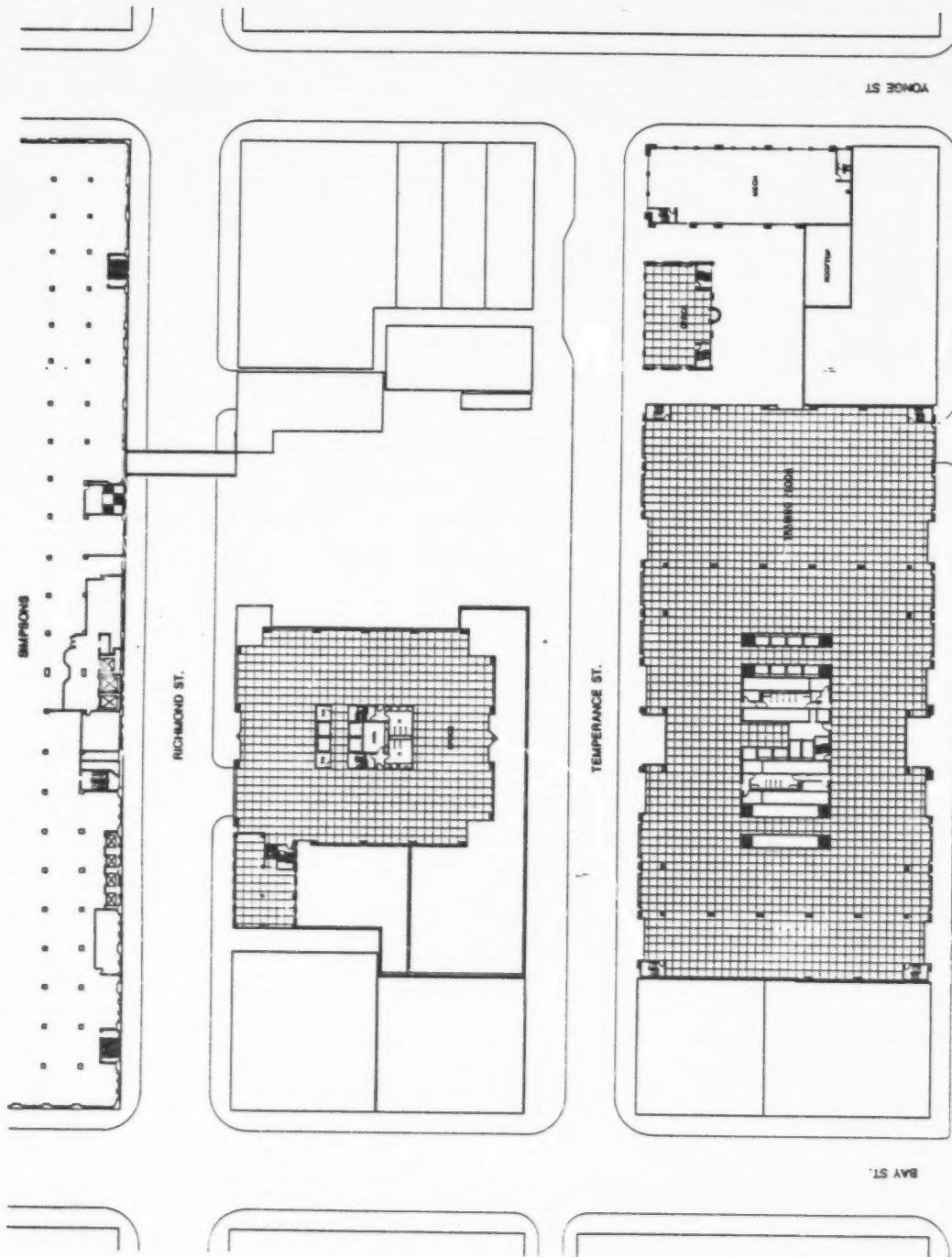
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

Robert E. Millward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

AUGUST, 1988



FOURTH FLOOR PLAN TRADING FLOOR

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

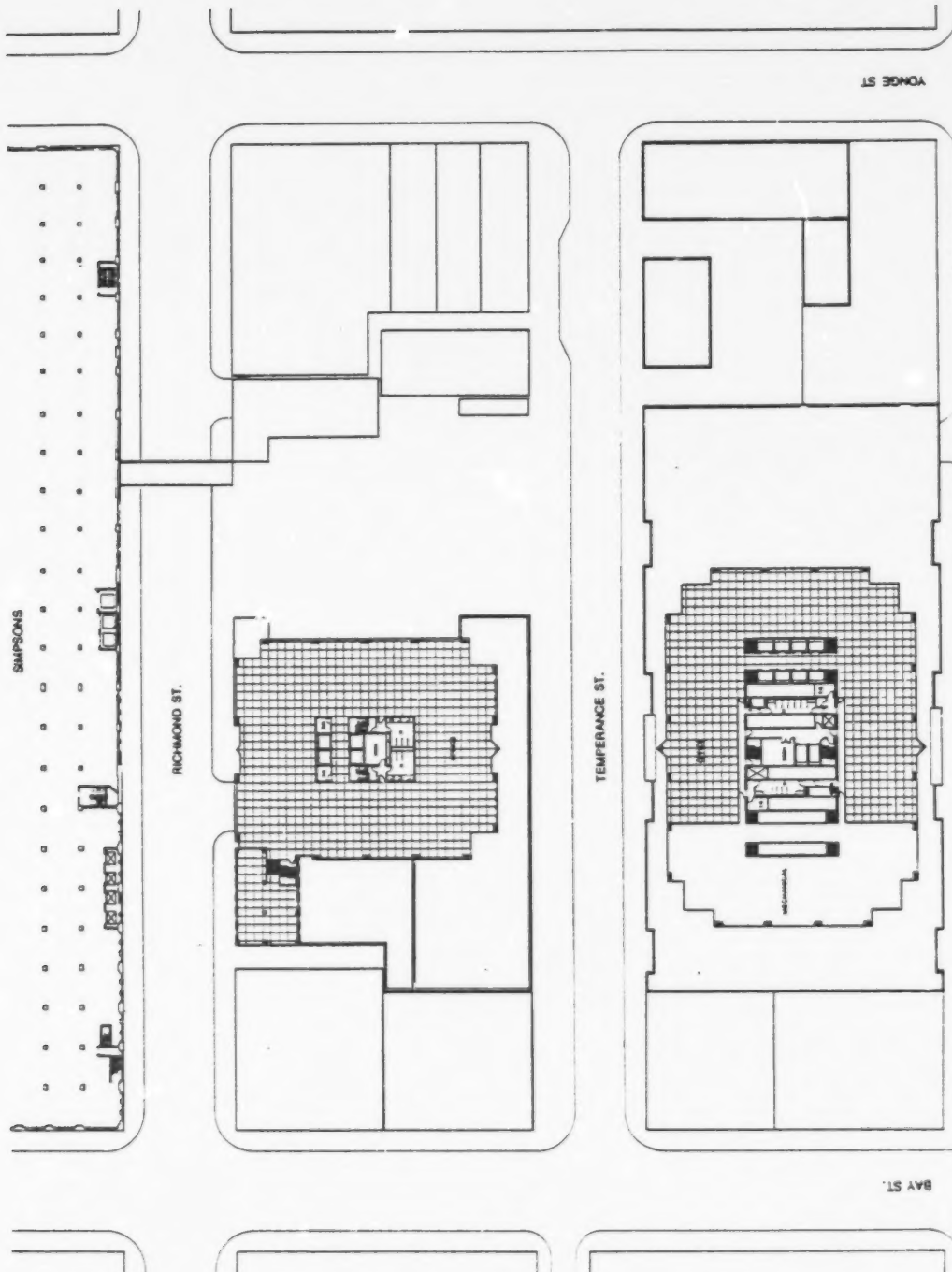
Robert E. Millward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION



REDUCED DRAWING

AUGUST, 1988



SEVENTH FLOOR PLAN TYPICAL PLAN

APPLICANT'S DRAWING

APPLICATION NO. 2034

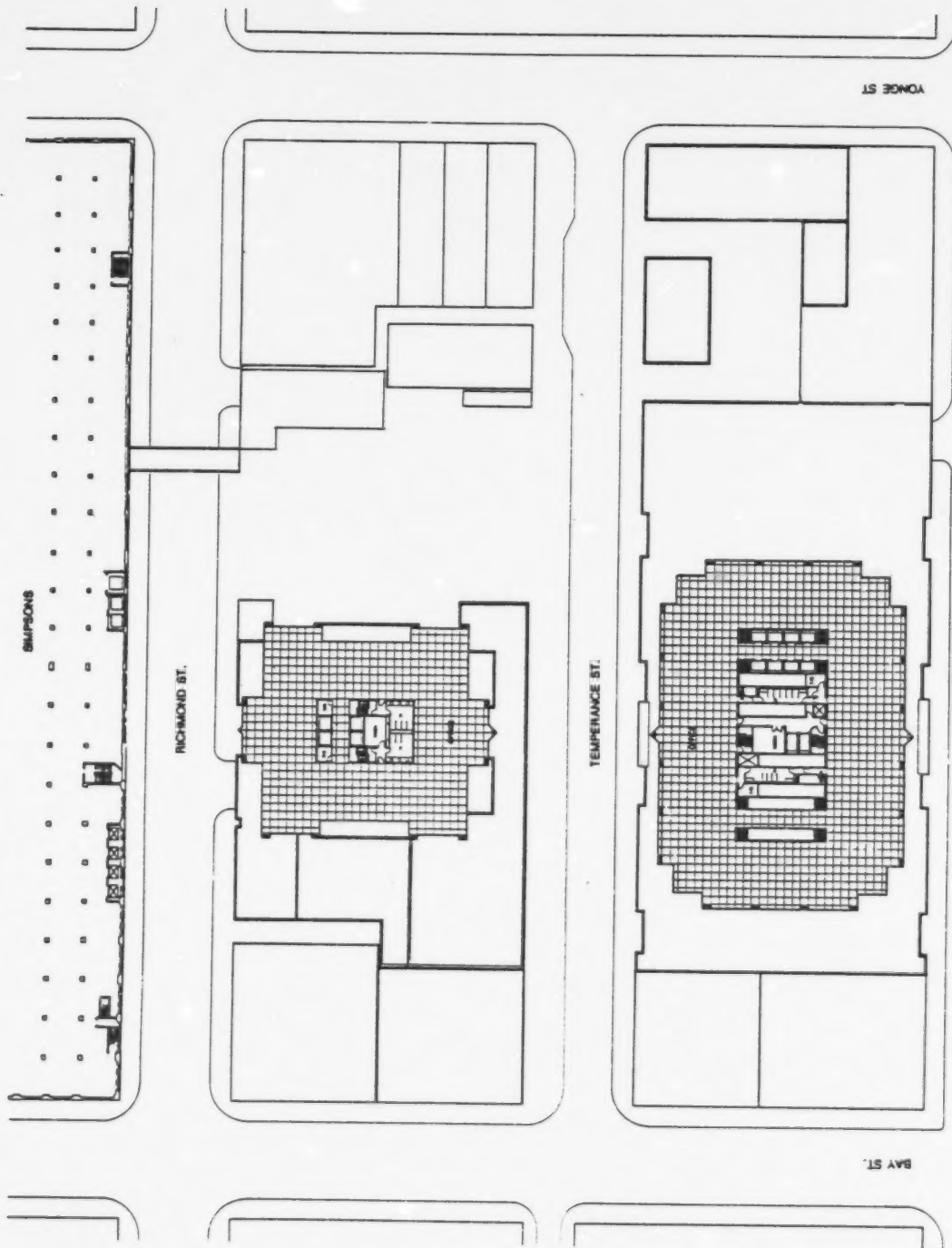
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION



REDUCED DRAWING

AUGUST, 1988



TYPICAL FLOOR PLAN

APPLICANT'S DRAWING

APPLICATION NO. 2034

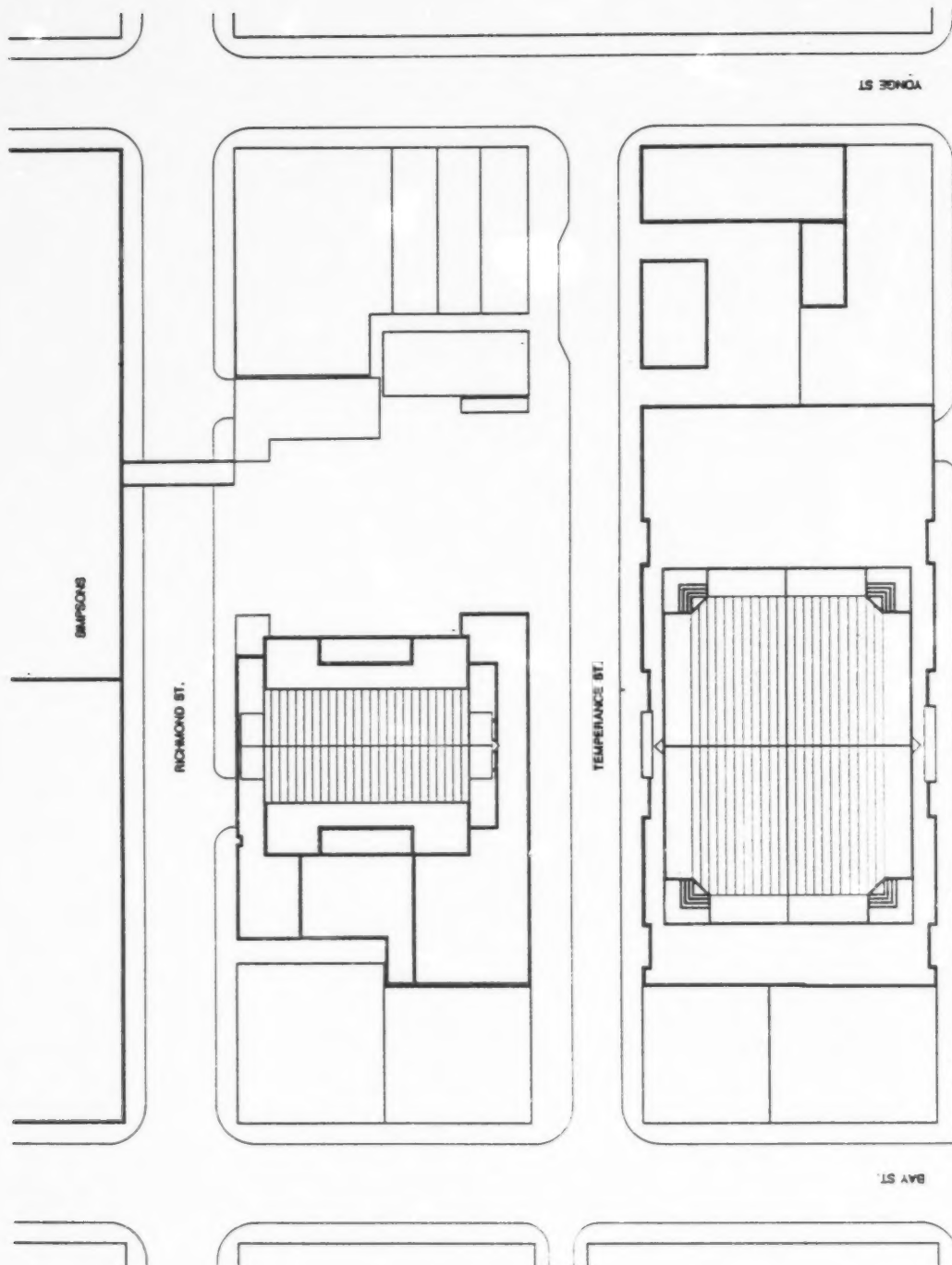
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

Robert E. Milward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

AUGUST, 1988



ROOF PLAN

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

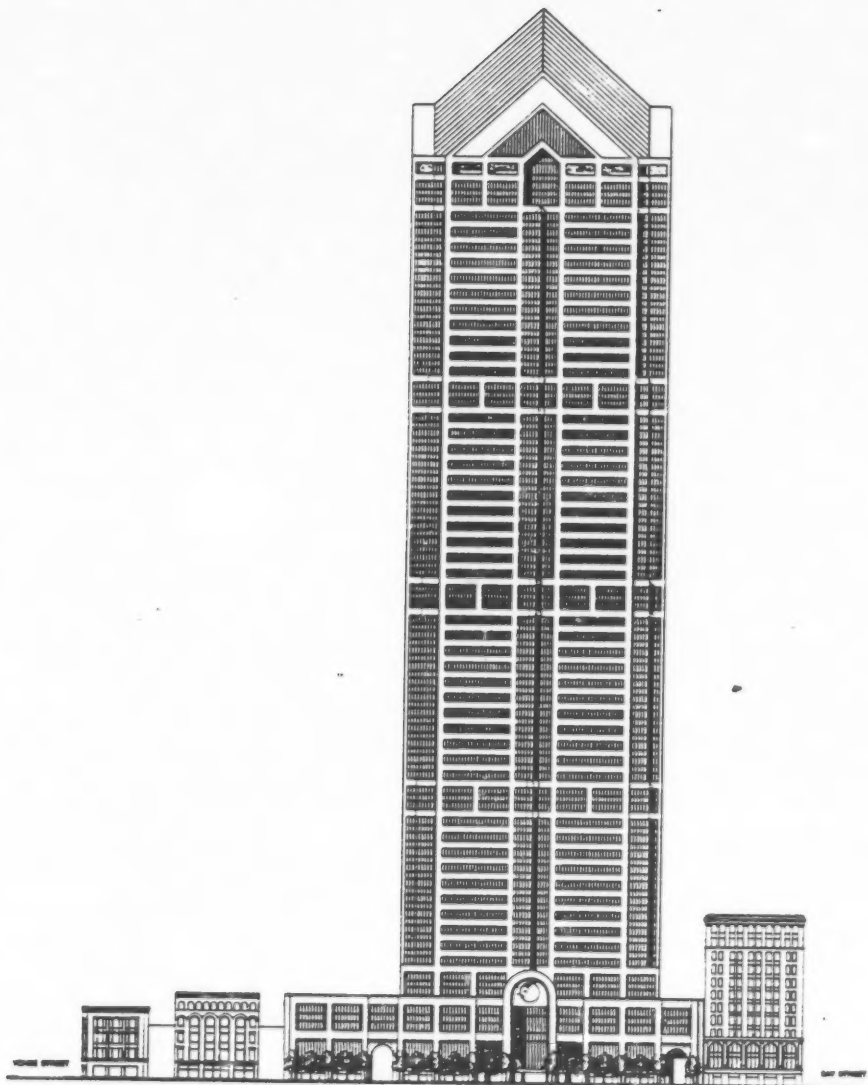
Robert E. Millward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION



REDUCED DRAWING

AUGUST, 1988



18

MAIN TOWER TEMPERANCE ST. ELEVATION

APPLICANT'S DRAWING

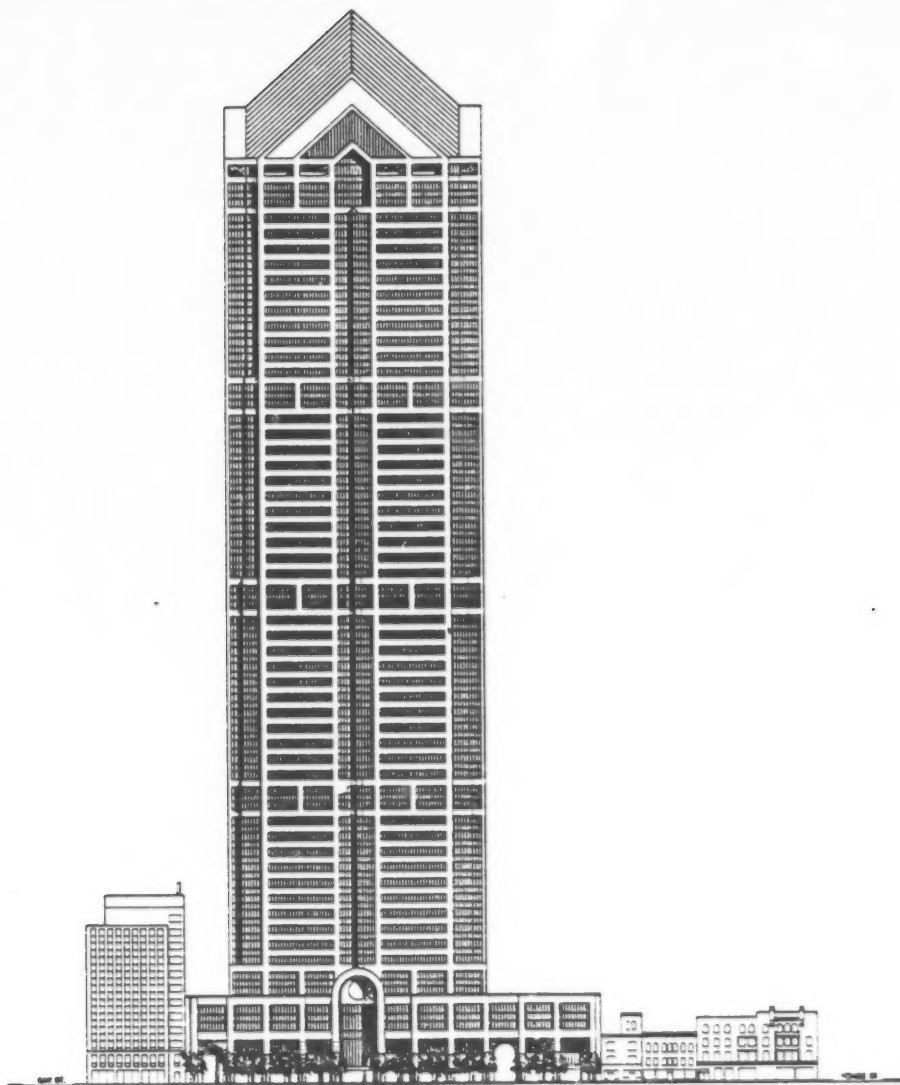
APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

AUGUST, 1988



19

MAIN TOWER ADELAIDE ST. ELEVATION

APPLICANT'S DRAWING

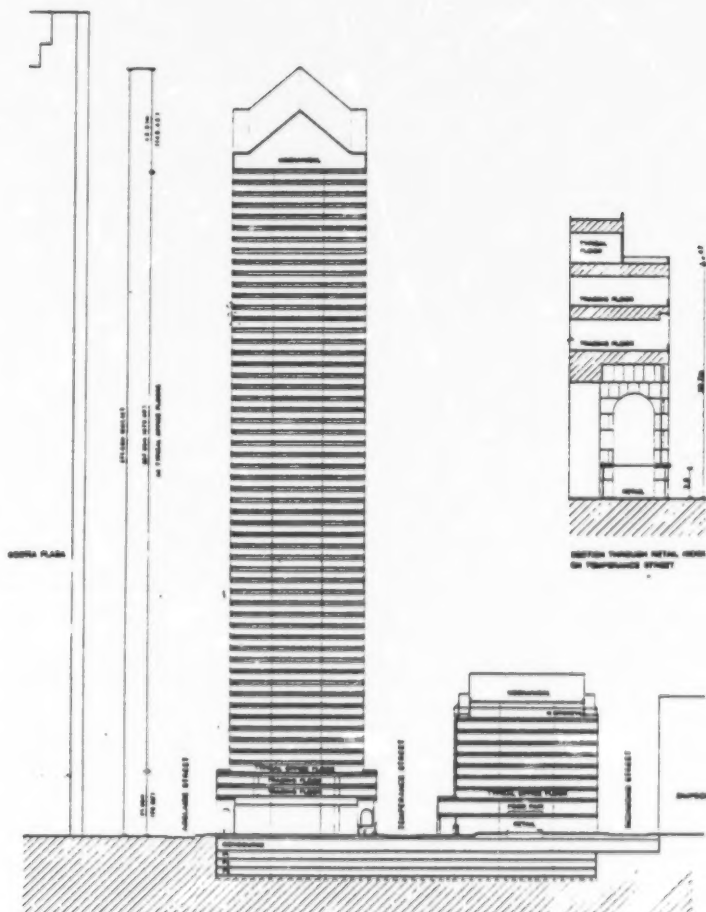
APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

AUGUST, 1988



20

NORTH-SOUTH SECTION

APPLICANT'S DRAWING

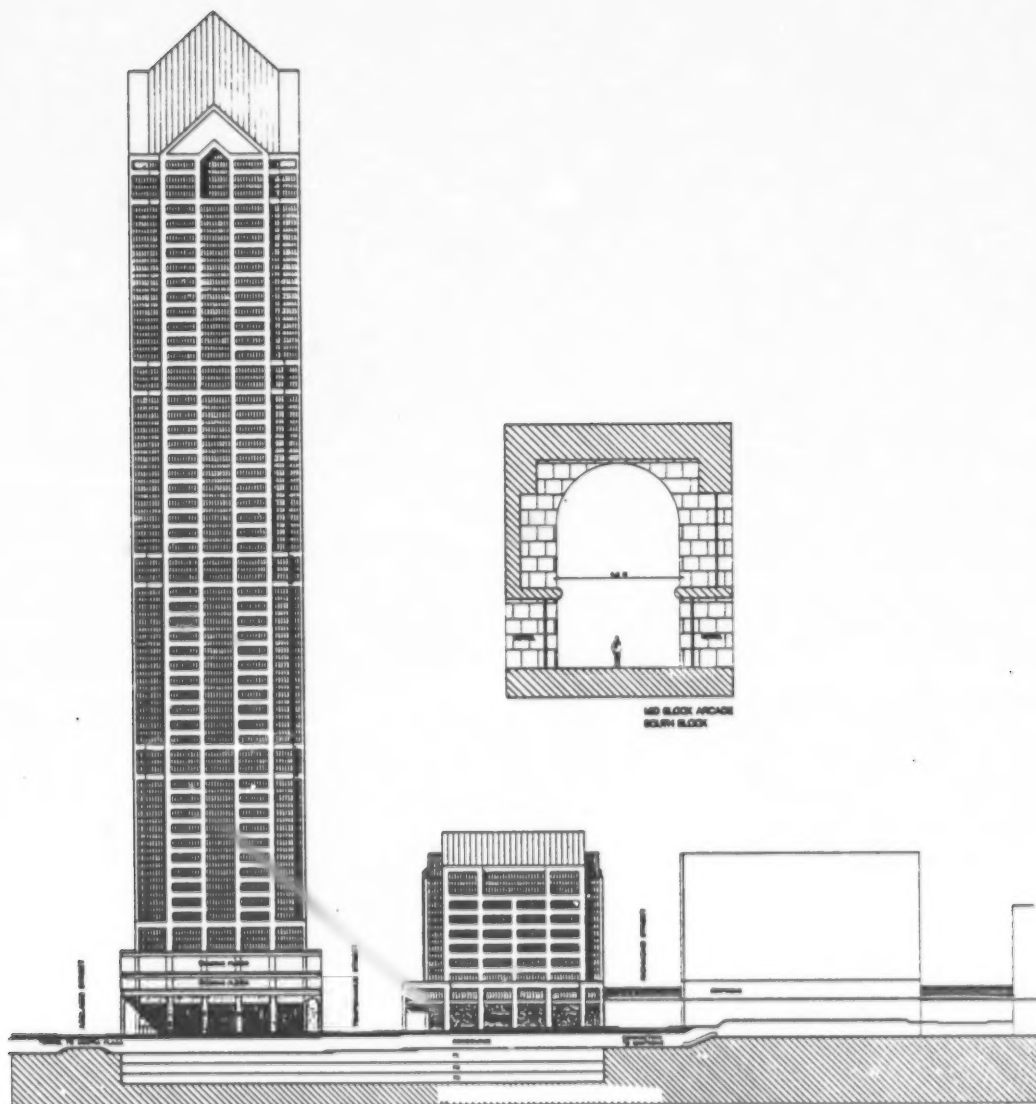
APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

AUGUST, 1988



NORTH-SOUTH SECTION THROUGH ARCADE

APPLICANT'S DRAWING

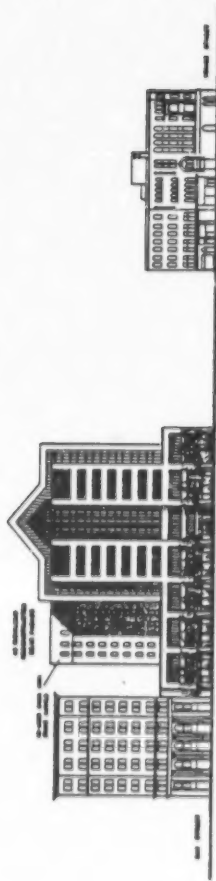
APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

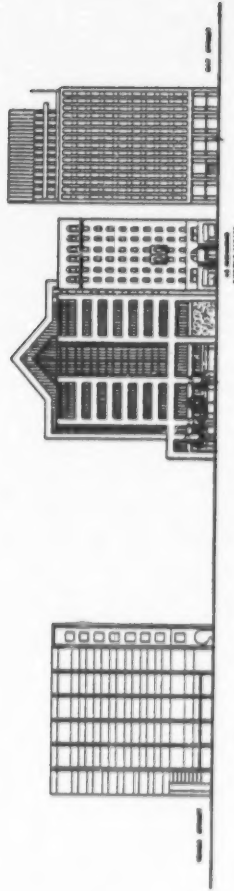
REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

AUGUST, 1988



THOMPSON STREET NORTH ELEVATION



WILSON STREET NORTH ELEVATION

NORTH BLOCK ELEVATIONS

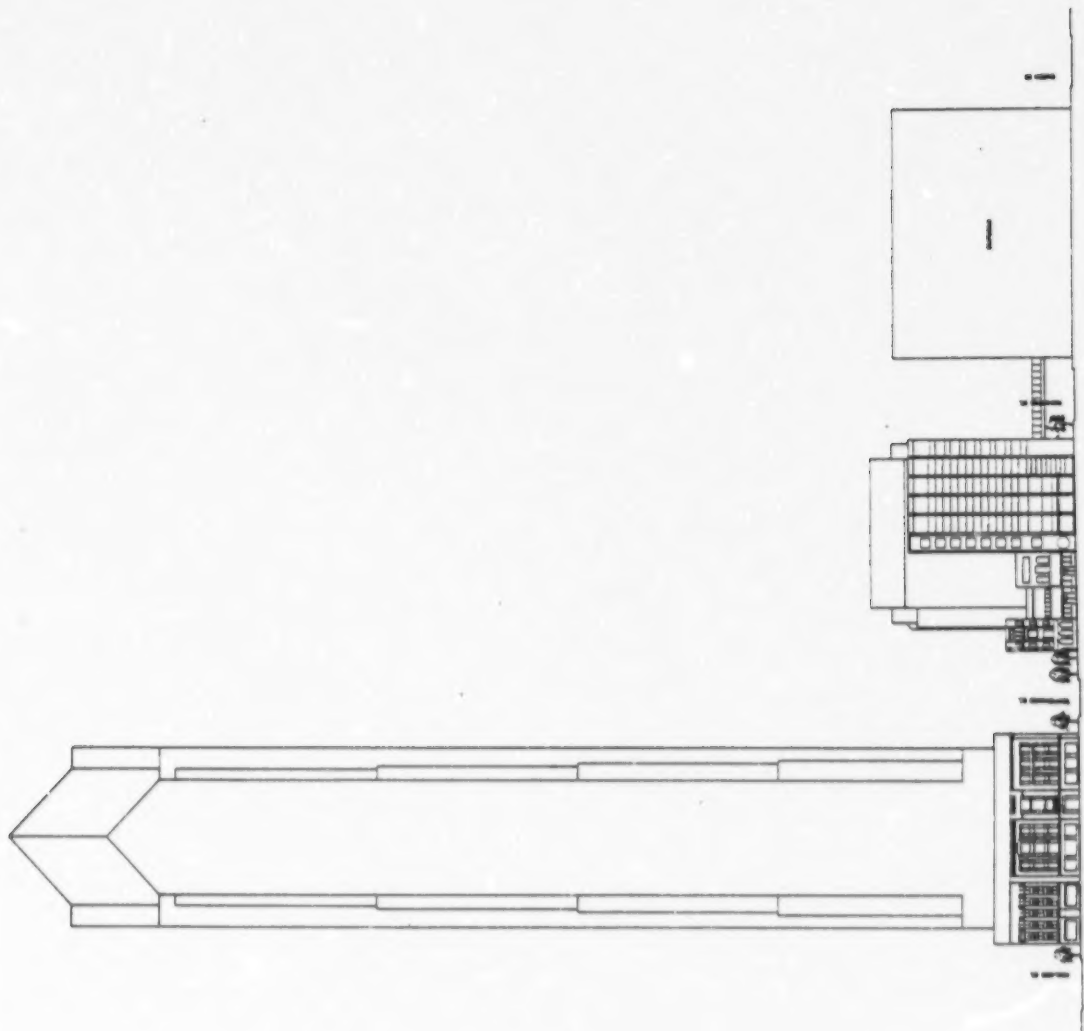
APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING
AUGUST, 1988



WEST ELEVATION (YONGE STREET)

APPLICANT'S DRAWING

APPLICATION NO. 2034

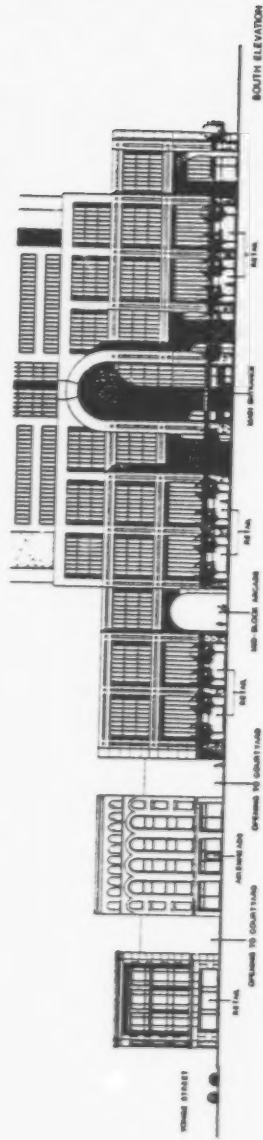
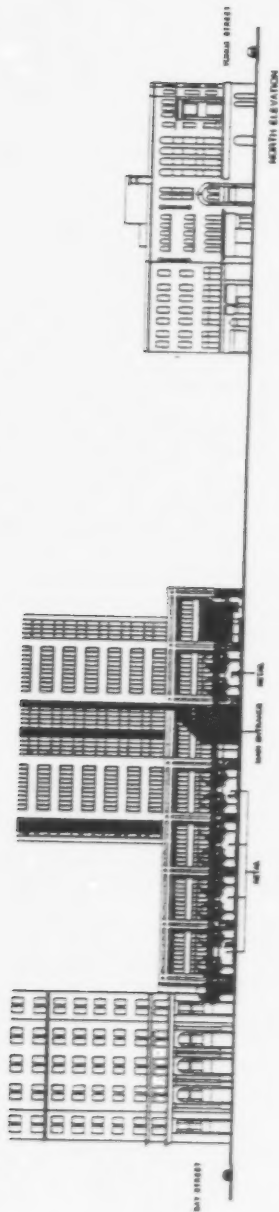
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

Robert E. Milward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

AUGUST, 1988



TEMPERANCE STREET ELEVATION

APPLICANT'S DRAWING

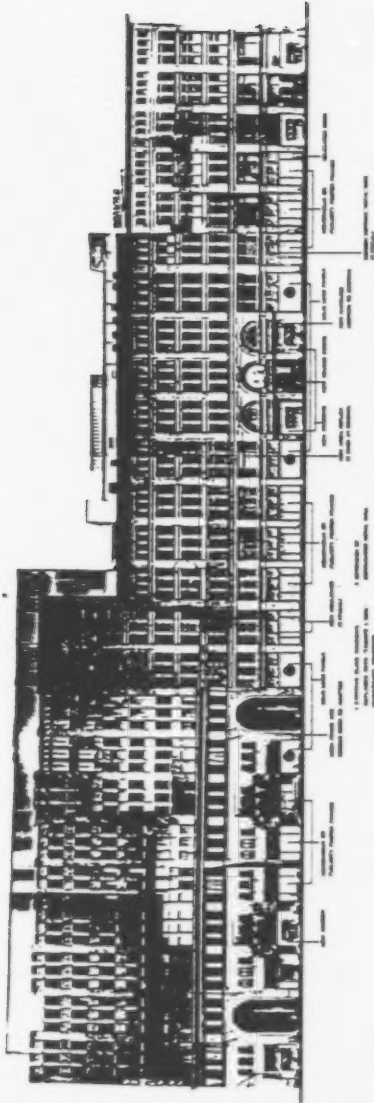
APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Milward, Commissioner

REDUCED DRAWING

AUGUST, 1988

CENTRAL CORE AND WATERFRONT PLANNING DIVISION



NORTH ELEVATION (RICHMOND STREET)

APPLICANT'S DRAWING

APPLICATION NO. 2034

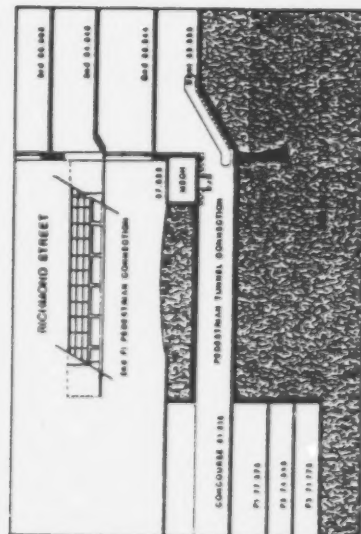
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

Robert E. Millward, Commissioner

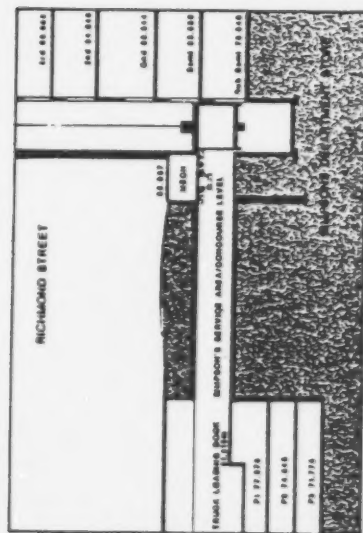
CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

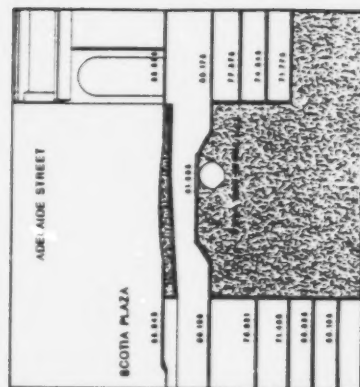
AUGUST, 1988



**SECTION SHOWING PEDESTRIAN CONNECTIONS
TO SIMPSON'S**



SECTION SHOWING SERVICE CONNECTION TO SIMPSON'S



**SECTION SHOWING PEDESTRIAN CONNECTION
TO SCOTIA PLAZA**

BELOW GRADE CONNECTIONS

APPLICANT'S DRAWING

APPLICATION NO. 2034

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

Robert E. Milward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

AUGUST, 1988

